Minneapolis Album

A Photographic History of the Early Days in Minneapolis.

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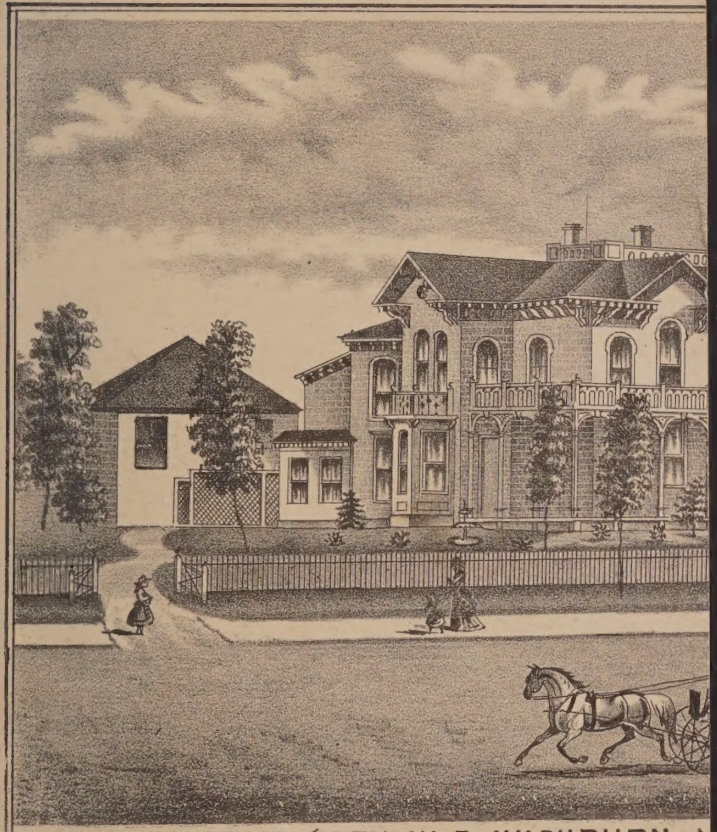

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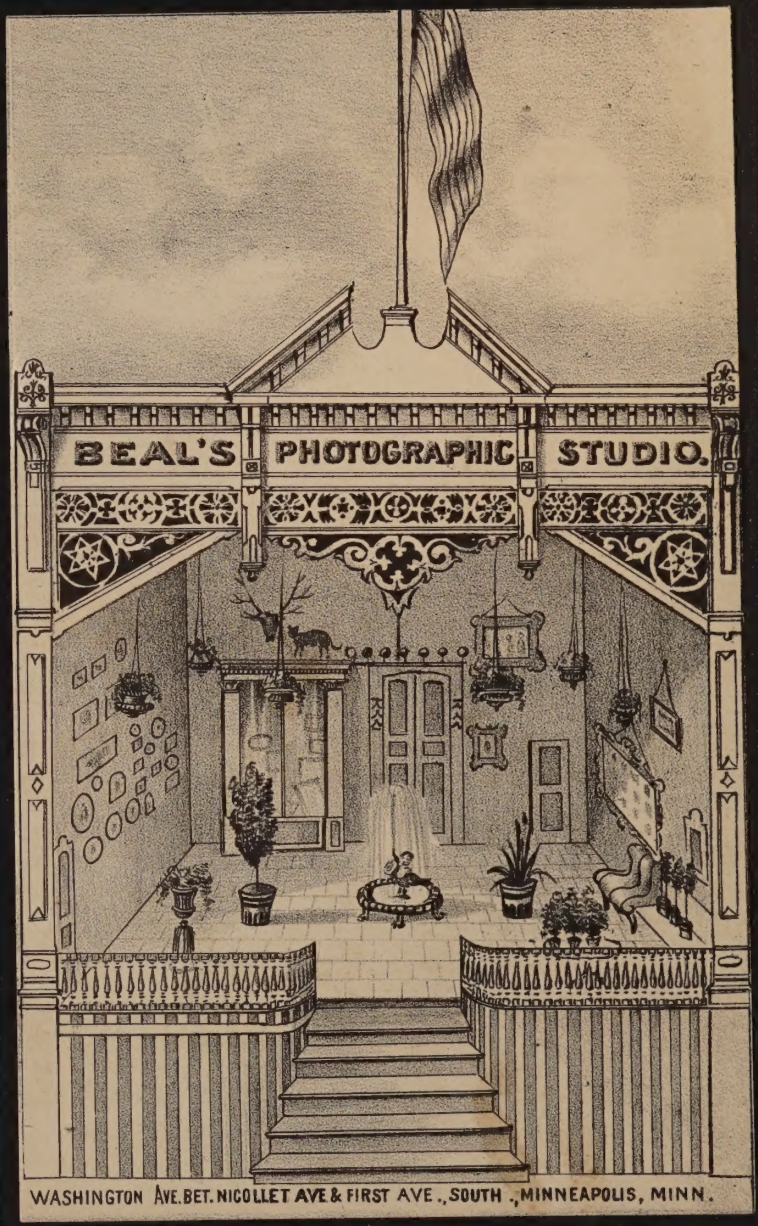
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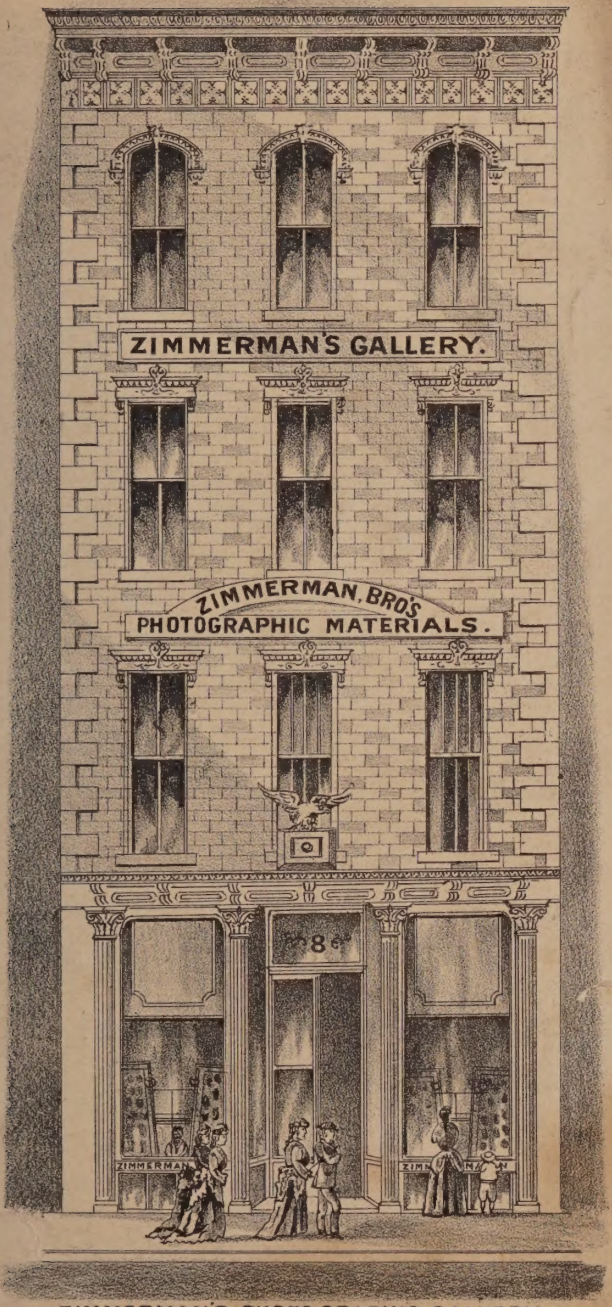

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MINNEAPOLIS ALBUM.

A PHOTOGRAPHIC HISTORY OF THE EARLY DAYS IN MINNEAPOLIS.

A COLLECTION OF VIEWS ILLUSTRATIVE OF THE CITY'S GROWTH FROM THE EARLIEST SETTLEMENT DOWN TO 1880, WITH ACCOMPANYING DESCRIPTIVE MATTER AND PORTRAITS OF PIONEER CITIZENS, FORMING A COMPLETE HISTORICAL PICTURE.

COLLECTED AND COMPILED BY

EDWARD A. BROMLEY.

EDITED BY H. C. CHAPIN.

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FRANK L. THRESHER, PUBLISHER.

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Preface.

IN offering this volume to the public I derive especial satisfaction, from the fact that it is unlike any other ever published. Its originality consists in the fact that although it comprises the earliest history of the city, the plates, with one exception, are all sun pictures. When I began, fourteen years ago, to collect material for this work, my aim was to secure views of old St. Anthony and Minneapolis that had been made by chemical processes in the sunlight, and so working back to first principles, I purchased several rare daguerreotypes, and then two that had been made by Daguerre's process on leather. These I supplemented with several ambrotypes, and subsequently was fortunate in securing the first glass negatives made in the Northwest, they being the handiwork of those veteran photographers, B. F. Upton and J. E. Whitney, and dating back to 1857. When this point had been reached I was in possession of material that presented in a picturesque and attractive form the history of Minneapolis from the log cabin period of the Steele, Pond, Bottineau, and Russell epoch to the days of the suspension bridge, the court house, the saw mills, and the Winslow and Nicollet hotels. At this point, although still drawing material from the negatives of the gentlemen above referred to, I was enabled, through the kindness of A. H. Beal and W. H. Jacoby, to enrich my collection with negatives taken by them at intervals between 1860 and 1880, thereby rounding out the work which I had begun with scanty material. Several instances will be noticed in which pictures have been introduced that are not of a purely local character. They were inserted because the citizens of St. Anthony and Minneapolis were either active participants in the events so pictured, as in the case of the Indian outbreak, and the massing of troops at Fort Snelling for the civil war, or were otherwise especially interested in the scenes depicted. The descriptions accompanying the plates were written after diligent search among the files of old newspapers, rigid cross-examination of old settlers, and occasional delving into musty volumes that recorded the deeds of the worthy pioneers of this great city. It is my hope that all the readers of this book may derive pleasure from its perusal, and that it will awaken in the minds of the old settlers many enjoyable reminiscences.

EDWARD A. BROMLEY.

MINNEAPOLIS, September 10, 1890.

The Old Government Mills.

THE first tangible evidence of the inroad of civilization upon barbarism in the immediate vicinity of the Falls of St. Anthony was the old government mill. It is significant that this first structure built by the white man was a mill, a prophecy of the great industrial center that was to be. A more striking picture than this modest little building, with its frame of water, woods, and rocks in Nature's best handiwork, can hardly be imagined.

It was in 1822, two years after he became post commander at the fort which afterward bore his name, that Col. Josiah Snelling built the little flour mill which stood close to the water's edge in a clump of trees on the west side of the river, just below the Falls. April 2, 1823, Col. Snelling wrote the Quartermaster General that a large quantity of wheat would be raised by the troops that summer on the land adjoining the mill. In reply to this, General Gibson wrote as follows:

Below you will find the amount charged against the garrison at Fort Anthony (Snelling) for certain articles forwarded for use of the troops at that post, which you will deduct from the payments to be made for flour raised and turned over to you for issue:

One pair buhr mill stones,	$250.11
Three hundred and thirty-seven pounds of plaster paris,	20.22
Two dozen sickles,	18.00
	$288.33

On January 24, 1824, the price of the flour manufactured in the mill was fixed at $3.33 per barrel.

The saw mill which stood just above the flour mill was built by the government in 1824. Both were operated for a number of years by soldiers from the Fort. But from about 1830 there were nearly twenty years during which the mills were not utilized. In February, 1849, the mills were leased from the government for a term of five years by Hon. Robert Smith, of Alton, Illinois. Mr. Smith employed Reuben Bean as miller. He was soon succeeded by Calvin A. Tuttle, whose advertisement appears in the first issue of the *St. Anthony Express*, May 22, 1851. He advertised to grind wheat, oats, corn, and salt. In the old mill, a little later, Isaac L. Penney ran the first lathe that was set up in Minneapolis. The old receptacles for flour were not unfrequently used as bath tubs in those days.

Robert Smith was allowed to prove his claim at the Falls, and soon thereafter divided it with R. P. Russell, George E. Huey, and others. They operated the old saw mill for several years. About 1860 the saw mill was transformed by Thomas Perkins (later Perkins & Stirn) into a two-run flour mill, which did a large custom business. It was destroyed by fire in May, 1879. Meantime the Minneapolis Paper Mill had been built by Warner, Brewster & Co., on the property adjoining the City Mill. When the paper mill foundation was laid the workmen removed the north half of the ruins of the old government grist mill, and soon after the destruction of the City Mill, Messrs. Sidle, Fletcher & Holmes, in building the Northwestern Mill, took out all that remained of the historic structure. A piece of one of the mill stones was placed in the wall of the paper mill, and can still be seen about a foot above the canal platform at the south end of the building.

The Original Inhabitants.

FOR centuries unnumbered the Indians had been roaming these happy hunting grounds, gazing in blissfully blank admiration upon the beauties of the region, as blind as bats to the infinite possibilities that lurked in the dashing spray of the Falls of St. Anthony. Poetry and art have done a great deal to picture these aborigines in colors several shades brighter than the reality. There is no historical evidence to show that the Indians who did their fishing and hunting hereabouts were in any respect superior to the average specimens of the race as seen in actual life either then or now. Some typical faces and scenes are here portrayed. The group of "squaws" and "bucks" who have a far-away, dreamy, romantic appearance, suggests the event which is taking place, namely, a Chippewa wedding. The papoose seated at the door of the family tepee is a Winnebago; the others are typical Sioux.

The Indians, who were the original inhabitants of Minneapolis and Minnesota, belonged to three nations. There were the Sioux or Dakotahs, the Ojibways or Chippeways, and the Ho-tchun-graws or Winnebagoes. They appear to have been tribes quite distinct from those occupying other parts of the country. The Sioux predominated in this region. The name Dakotahs, which they preferred, means allied or united in friendly compact, and is said to be the counterpart of our national motto, "*E Pluribus Unum*." The designation, Sioux, was given them by the other tribes and signifies enemies. The headquarters of the nation appear to have been at Mille Lacs lake.

It was back in the latter part of the seventeenth century that the peace of mind of the natives began to be disturbed by visions of the pale faces. The disturbance was not very great at first. Jesuit priests were the first to penetrate the wilds of this western country and make an attempt at leaving any impression upon the country or its inhabitants. They did some missionary work which, according to all accounts, did not prove very successful. In 1673 Marquette passed down the river. In 1686 Father Hennepin did some quite extensive exploring, was especially impressed with the Falls of St. Anthony and gave them their name, after his patron saint. His name is perpetuated in a good many ways.

During the eighteenth century the Indians had things pretty much their own way, so far as history records. Jonathan Carver, who made extensive explorations through the Northwest, visited the Falls in November, 1766, but did not stop long. The advent of the military outposts early in the nineteenth century and the sale of land by the Sioux nation to the government for the fort was the beginning of the end for the innocent, ignorant aborigines. Step by step they recede from view until nothing is left to tell the story except a crop of Indian names. These are of quite frequent occurrence, and stand as a permanent reminder of the days when the wigwam occupied the site of the sky-scraping business block.

Fort Snelling.

THE history of Fort Snelling during those early days was closely interwoven with that of the city of Minneapolis. Any record of the early annals of the city which did not assign a prominent place to this important center of military operations, would be conspicuously incomplete. The year 1805 is, therefore, an epoch-marking date. It was then that Lieut. Zebulon Pike purchased of the Sioux Nation, for the United States government, a tract of land commencing at the confluence of the Mississippi and St. Peter's (now Minnesota) rivers, extending nine miles up the Mississippi, on each side of the river, and including the Falls of St. Anthony. The price paid was $2,000.

February 10, 1819, Lieut. Col. Henry Leavenworth, then in command of the Fifth United States Infantry, was ordered to proceed with his regiment to the mouth of the St. Peter's river and erect a fort. The regiment arrived September 3, 1819, and camped where Mendota now stands. Preparations were made to build the post, but the work was not actually commenced until August, 1820, when Col. Josiah Snelling, of the Fifth, arrived and relieved his subordinate. September 10, 1820, the corner stone was laid, and in October, 1822, the troops moved into the log fort, which Colonel Snelling had named Fort St. Anthony. In 1824, upon the recommendation of Gen. Winfield Scott, its title was changed to Fort Snelling.

In 1830, stone buildings were erected for a four-company post, a stone hospital was begun, and some preliminary work done on a stone wall surrounding the Fort. These improvements were not completed, however, until 1849. Pursuant to an act of Congress of March 3, 1857, the Fort Snelling reserve, consisting of about six thousand acres and including the Fort buildings, was sold to Franklin Steele for $90,000. July 25, 1857, Mr. Steele made the first payment of $30,000, and took possession. By reason of a default in the other payments, and because interested parties wished to have the contract repudiated by the government, the sale was reconsidered by the authorities, and again, in 1862, the United States came into possession of the reservation. In 1868, Mr. Steele presented a claim against the government for the use of the post, from April 23, 1861, to that date, and succeeded, in 1870, in securing about two thousand acres of the reservation as compensation for the $30,000 already paid, and in settlement of all his claims.

Minnehaha.

Till he heard the cataract's laughter,
Heard the Falls of Minnehaha,
Calling to him through the silence.

THE intermingling of romance and realism is what makes life worth the living. Dame Nature did her best to see to it that the thousands who should make their home hereabouts should have both in happy proportion. She endowed this spot most richly with the germs of industrial and commercial greatness. She scattered gems of beauty here with a lavish hand. The Falls of St. Anthony are typical of the one, Minnehaha Falls of the other. The one is representative of the realism, the other of the romance of life in Minneapolis.

Minnehaha Falls are here pictured in all their primitive picturesqueness. What wonder that the poet found in them a theme worthy of his Pegasusian pen. It is enough to make the eyes of even the most prosaic pessimist roll with the poetic frenzy fine

As one sees the Minnehaha,
Gleaming, glancing through the branches,
As one hears the Laughing Water
From behind its screen of branches.

Any one who has read Longfellow's immortal poem—and who has not?—with scarcely an effort of the imagination sees Hiawatha lingering near

Where the Falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley.

Wherever the English language is current, Minnehaha is a household word. Artists have vied with each other in picturing its beauties. The accompanying picture probably comes as near doing justice to the subject as any extant—more than most. For in those of more recent date some of Nature's delicate touches had been marred by the vandal hand of man. Here the gem gleams pure and fresh from the Creator's hand. It was such a scene as this that was reflected on the camera of the poet's mind when he painted that beautiful picture of the dark-eyed maiden, illustrating her charms by those of the Falls, in striking metaphor:

With him dwelt his dark-eyed daughter,
Wayward as the Minnehaha,
With her moods of shade and sunshine,
Eyes that smiled and frowned alternate,
Feet as rapid as the river,
Tresses flowing like the water,
And as musical a laughter;
And he named her from the river,
From the water fall he named her,
Minnehaha, Laughing Water.

The First Frame House in St. Anthony.

NATURE and the Indians had things pretty much their own way on the site of the future metropolis during the first half of the Nineteenth century. An occasional explorer made his way through the country, but settlers were few and far between. About the only signs of civilization were those which the government in its military operations left, and most of these were at Fort Snelling. The half century was not quite rounded out, however, until after a permanent settlement had been made and a few scattering dwelling houses had been erected. The first one of these—the first frame house in St. Anthony—was built by R. P. Russell, in 1848, and it would seem that this gentleman could justly lay claim to the high honor of being that "oldest inhabitant" of whom so much is heard. The house is historical and interesting, moreover, from the fact that the lumber which went into its construction was the first that was sawed in St. Anthony. Pierre Bottineau cut the logs and floated them down to the mill. The timbers were hewn on one side and sawed on the others. The shingles were imported from Stillwater, coming by boat. The house has survived the wear and tear without even a change of location. It still stands on the upper side of North Main street, on the third lot north of the crossing of the Great Northern Railroad track.

Mr. Russell arrived on the scene eight years previous to his building enterprise. His journey hither was quite an eventful one. He was in St. Louis when the summons came to go to Fort Snelling. The first part of the trip was easy. But at LaCrosse the trouble began. A Mackinaw boat was the conveyance, and at that point the boat was frozen in, and there was nothing to do but "hoof it" from there on. He was not accustomed to walking, and had a hard time of it. Lack of food added to the ordeal. The trip was finally completed, and Fort Snelling reached in November, 1839. There he remained until 1847, when he and S. J. Findley took up a claim on the east side, extending from Boom Island to the present stone arch bridge and back indefinitely. Not long after they sold the property, which included about 160 acres in what is now the heart of East Minneapolis, to Pierre Bottineau for the princely sum of $150. Mr. Russell was for a time in charge of the ferry across to the west side. It was two years after the erection of the house that Mr. Russell opened his store. A warehouse which Mr. Russell built in 1849, adjoining his store, afterwards became an object of interest, from the fact that in that building Judge Bostwick held his pioneer court.

Quite a number of settlers arrived during the year 1847, among them William A. Cheever, Calvin A. Tuttle, Ard Godfrey, Caleb Dorr, John McDonald, S. Fernald, Ira Peaks, and R. W. Cummings. Mr. and Mrs. Luther Patch and daughter came in November of that year, and occupied the upper part of Russell's house. Mrs. Patch and Miss Patch were the first white women in the town.

First House in Minneapolis.

IT was a couple of years after the erection of the first residence in St. Anthony that the ice was broken on the other side of the river. To Col. John H. Stevens belongs the honor of being the builder of the first dwelling house upon the site of Minneapolis proper. The building "boom" of the year 1849 in Minneapolis was not phenomenal when compared with that of succeeding years, but when contrasted with that of the preceding 1848 years it was truly remarkable.

April 24th, 1849, about one month after Congress passed the act establishing the Territory of Minnesota, Col. Stevens arrived at Fort Snelling, after having served in the United States army in the Mexican war. All the land on the west side of the Mississippi River, in the vicinity of St. Anthony Falls, was then included in the Fort Snelling reservation. In the fall of that year the commanding officer at the fort granted Mr. Stevens the privilege of erecting a dwelling on the reservation at a point a short distance above the brink of the mighty cataract. In October the work on this, the first dwelling erected by a settler on the west side of the river, was begun. The unpretentious structure was finished early in the spring of 1850, and the family took possession. In 1853, when the reservation was thrown open for settlement, Col. Stevens was allowed to retain his claim, which extended from the Falls of St. Anthony to Bassett's Creek. In conjunction with Franklin Steele, Col. Stevens made several business ventures in St. Anthony. He was daily ferried to Nicollet Island by Capt. John Tapper. From thence the route lay through the heavily wooded island, and over a primitive bridge to St. Anthony. On the 30th of April, 1851, in their new home, a daughter was born to Col. and Mrs. Stevens and was christened Mary Elizabeth. She was the first white child born in Minneapolis.

The house was the scene of many joyous and some sad events. The settlers that followed Col. Stevens into the reservation were wont to assemble there, and the fate of many a measure that strongly influenced the future growth of the city was settled under that roof. After occupying the place for many years, Col. Stevens removed to another part of the city, and the house was tenanted by other people. It remained in its original position until work was begun on the Union Station in 1881. Part of the ground selected for the depot was that upon which the old house stood, and it had to give way. Subsequently it was again sent adrift, and finally lodged, where it now stands, on Sixteenth Avenue South, near Fourth Street. The view shows that side of the house which faced the river, and the garden that was Col. Stevens' especial pride.

The Falls and the East Side, 1851.

THE fact cannot be too distinctly impressed upon the mind of the student of the history of Minneapolis that the Falls of St. Anthony constituted the nucleus around which everything clustered and was that which caused everything to cluster there. That was the magnet. Too great prominence, therefore, cannot be given to the Falls in such a compilation as this. The scenes at and about the Falls in those days have the additional attraction and interest of great picturesqueness and beauty.

In 1851 a set of three views of the Falls and vicinity were taken by Alexander Hesler, now a resident of Chicago. They are of special value and interest, as they are the only pictures extant of this locality at that period. In this, the first of the three, a view is given of the Falls and east side of the river, looking from Hennepin Island. The row of buildings in the lower part of the picture was on Main Street. Those higher up were located on Second Street Southeast. Between the trees on the left a glimpse is caught of three windows in the Jarrett House and a portion of W. R. and J. Marshall's store, adjoining. The large, handsome house next to Marshall's was Captain John Rollins'. The double building south of that was J. G. Lennon's office, afterward occupied by Tufts, Reynolds & Whittemore and others. On the corner of Third Avenue Southeast and Main Street, facing on the avenue, was the Widow Fales' residence. On the hill to the left of this was Mrs. Newell's, next to a house with fancy work under the eaves. This was Chas. King's. Next was Joseph Libby's, while over Rollins' residence is shown the brown house of Caleb Dorr.

St. Anthony Falls in 1851.

THE natural beauty of the scene which met the gaze of the early explorers and settlers as they came in sight of the Falls of St. Anthony, can be imagined from the glimpse caught in this picture. The writings of the pioneer visitors, from Father Hennepin down, abound in praises of the charming view obtained from the high ground overlooking the Falls and the site of Minneapolis. Major Long thus wrote of it in 1817:

"The place needed no embellishment to render it romantic in the highest degree. The banks on both sides of the river are about one hundred feet high, decorated with trees and shrubbery of various kinds. The murmuring of the cascade, the roaring of the river, and the thunder of the cataract, all contribute to render the scene the most interesting and magnificent of any I ever witnessed."

The Falls and the West Side, 1851.

SOME CONTEMPORANEOUS HISTORY.

FROM Hennepin Island, looking across the west side falls, this scene met the eye of the beholder. It gives a good idea of the condition of things on the west bank at that time. The oak trees and hazel bushes were a great deal more numerous than people and houses.

At the beginning of the year 1851, the population of Minneapolis was fifteen, viz: J. H. Stevens, C. A. Tuttle, Dr. Fletcher, John Jackins, Edward Murphy, Judge Bassett, Charles Hoag, J. H. Canney, Mr. Miller and their families. On the east side the town had a population of between 700 and 800. The census of 1850 gave St. Anthony 705 citizens, and there was no recount required. The year 1850 was memorable as that in which the town of St. Anthony indulged in its first circus, first Fourth of July celebration, and first Thanksgiving festivities. The circus is said to have been the first in the State, moreover. The St. Charles Hotel had just been completed in St. Anthony.

The first surveys were made and plats of additions recorded in 1850. The University of Minnesota was incorporated in 1851, and a small frame building was put up and occupied. During the same year a ferry charter was granted to Franklin Steele for ten years. The first white child born in Minneapolis arrived April 30, 1851, daughter of Col. Stevens. The first newspaper the town ever boasted began its career May 23d of that year—the *St. Anthony Express.* It was, in fact, a year of first things.

Among the arrivals about this time were: Allen Harmon, Edwin Hedderly, Isaac Atwater, C. W. Christmas, Joseph Dean, Peter Poncin, Thomas Chambers, Edward Murphy, George W. Chowen, Simon Stevens, Henry Chambers, W. W. Wales, John Wensinger, Warren Bristol, J. B. Bassett, William Finch.

Prominent Pioneers.

IT has often been said that the history of a community is embodied in the lives of the coterie of its active, energetic citizens. This community is certainly no exception to the rule. All the natural resources centered here and the fact of its strategic position geographically could not have made a metropolis without the aid of the industrious hands and patient, persevering, pushing heads of men of thought and men of action. Among the early settlers about the Falls of St. Anthony were many men of that sort. It is fitting that the faces of some of these men should look out from the pages of this Album. Of course only a limited number out of the long list of prominent pioneers can be included. Extended biographical records would be out of place in this volume. Brief references to the men and the part they played in the drama of local life will suffice.

FRANKLIN STEELE.

The name of Franklin Steele probably figures more largely in the early annals of Minneapolis than that of any one man. From his arrival at Fort Snelling in 1838, at the age of twenty-five, down to his death in 1880, he was one of the most active and enterprising pioneers that ever helped build up a great city. During all those long, trying years he seems to have held fast to his faith in the future of the city. He had a hand in every enterprise and was the prime mover in a majority. His name is mentioned frequently elsewhere in connection with important events. He lived to see a city of fifty thousand people in place of a group of Indian wigwams, and left a large family to reap the harvest of wealth from the seeds he had sown with so much pains and perseverance.

Anson Northrup.

Franklin Steele.

Roswell P. Russell.

John H. Stevens.

Isaac Atwater

Bradley B. Meeker.

Pierre Bottineau.

PROMINENT PIONEERS.

Prominent Pioneers.

JUDGE ISAAC ATWATER.

JUDGE ISAAC ATWATER'S biography and the history of Minneapolis are pretty well mixed up. Ever since his arrival at the Falls, in 1850, the two have been interlapping each other. He left a successful law practice in New York City to grapple with the problems of life and law in the wild west. He soon stepped to the front in the little community, and stayed there. He was one of the first University regents and did valuable service for many years. From its establishment in 1851 till his elevation to the Supreme bench in 1857 he edited the *St. Anthony Express*, the pioneer paper. In 1864 he resigned the judgeship and went west, but after three years' separation returned to his first love, and did not desert her again. He has served the community in many ways, official and unofficial, being especially interested in educational matters.

JUDGE BRADLEY B. MEEKER.

Judge Bradley B. Meeker had the honor of presiding over the session of the first district court held in Minneapolis. The old government mill was utilized as a court house and Judge Meeker, who had been appointed one of the associate justices of the supreme court under the administration of President Taylor, was on the bench. The court was held in July, 1849. The records of that court have been lost; but it is known that the judge's duties were not very arduous. No cases were tried, criminal or civil. The judge, jury and the two or three attorneys on duty enjoyed a sort of basket picnic, the sheriff serving the refreshments.

PIERRE BOTTINEAU.

Pierre Bottineau was at one time the most skillful guide in this northwestern country and officiated in that capacity on many important expeditions. His mother was an Indian. His father died while he was a boy, and Pierre took to the woods for himself. In the course of his wanderings he reached Fort Snelling in 1834. In 1845 he settled at the Falls of St. Anthony and was identified with the interests of the place until 1854.

Prominent Pioneers.

COL. JOHN H. STEVENS.

THE patriarchal countenance of Col. John H. Stevens is familiar to the Minneapolitans of 1890, and his presence is considered an honor at any occasion. The colonel must feel like a Rip Van Winkle as he walks the streets of the great city. Forty years have certainly wrought a wonderful transformation from the scene that met his eye as he made the first settlement on the west side of the river in 1849. The colonel was then twenty-nine years old. After the Mexican war, in which he served, he located here. Here he has lived ever since, watching with pride the marvelous strides the city has made, and doing his part in a modest, unassuming way, to help on the development. He was frequently honored with official responsibilities in the early days.

R. P. RUSSELL.

R. P. Russell is another who takes high rank among the early and active pioneers. A native of Richland, Vt., he was only nineteen years old when he came to Fort Snelling in 1839. In 1847 he located in St. Anthony and opened the first store. In 1854 he became receiver of the land office. Later he was in the hardware business for a time and tried his hand at farming. He was part owner of a planing mill built in 1862 and made over into a flour mill in 1878; was a member of the firm which built the Dakota flour mill in 1870. He served a term in the legislature and held many local offices. In 1890 he is still living in Minneapolis, with large lumber and other interests to look after.

ANSON NORTHRUP.

Anson Northrup's name is linked with the early history of a number of communities in the Northwest. He did not believe in pinning his affections to any one locality. Minneapolis was favored with longer sojourns than most. Wherever he was he was busy on some new project. After building a hotel in St. Paul he came here, in 1850, built the St. Charles hotel and ran it for two years. He was the builder of the old Bushnell house on the west side. He enlisted for his country's defence and did valiant service in the Indian campaign. He came to Minnesota from his native state, New York, in 1839, at the age of twenty-two.

The Red River Carts.

THE precursor of the railroad in the annals of trade in the Northwest was the Red River cart. It was for many years the main dependence for cross-country freight traffic. No better illustration of the change that modern civilization has wrought can be found than by contrasting this crude, clumsy vehicle with the fleet-footed iron horse of latter-day commerce.

An inventive genius employed by the Canadian Fur Company at Traverse de Sioux (St. Peter) in 1826 made the first one of these curious carts, and it became the pattern for thousands that were used in those early days in freighting goods between the Company's depot of supplies at Traverse de Sioux and the Selkirk settlement on Big Stone Lake. The carts were of rude workmanship, constructed of wood and leather, without a particle of iron. Their capacity was from six hundred to nine hundred pounds. They cost about $15. To the cart was fastened an ox or a pony, harnessed with broad bands of buffalo hide. One driver would manage several carts, simply guiding the head ox or pony, the rest being tied to the tail of the preceding cart. It was against the principles of the proprietors to grease the axles. The result may be imagined, not described. A caravan of carts could be heard a distance of two or three miles, under favorable conditions.

Nearly all the drivers were swarthy half or quarter breeds, or "Bois Brules," as they were termed. They wore a costume that was a curious commingling of civilized garments and barbaric adornments. They were usually clad in coarse blue cloth, with a profusion of brass buttons, and a red sash girt around the waist. Add to this a bead-worked cap and Indian moccasins and you have a fair picture of the Red River half breed. They presented also a curious commingling of races. The old Scotch-English and French settlers had intermarried with the Crees and Chippewas. Every shade of complexion and a linguistic Babel were the results.

After 1844 the fur trade was diverted from Traverse de Sioux and Big Stone to Mendota, and subsequently to St. Anthony, St. Paul, and Minneapolis. The distance from Pembina to this city was 428 miles. As soon as there was sufficient pasturage on the prairies for the cattle, generally in June, the caravan would start on the down trip, arriving here in thirty or forty days. After the furs with which the carts were loaded, had been sold, the proceeds would be invested in groceries and other supplies, whiskey not infrequently figuring largely in the bill. As the St. Paul & Pacific Railroad was completed to western points beyond Minneapolis, those stations became the annual stopping places of the "Bois Brules," until the completion of the Manitoba and the Northern Pacific railroads to the Canadian border displaced the Red River carts. They were relegated to the country north and west of Winnipeg.

Scenes Along the Way.

IT is interesting to follow these old Red River carts on their tedious travels; that is, it is interesting to do so by proxy. The actual experience would probably not have been particularly pleasant. Some of the conveniences of modern travel would have been missed. A freight train of to-day would have assumed the luxurious elegance of a palace car by comparison. These little glimpses of scenes along the way give a good idea of what a half-breed trip from Pembina to St. Anthony was like.

The trip being a long one—thirty to forty days—the problem of food supply was one of considerable importance. The main stay, besides fresh game, which was, of course, plenty, was pemmican. This was a preparation of buffalo meat. The mixture was manufactured by drying the buffalo meat, pounding it thoroughly, putting it into a bag of buffalo hide and pouring melted tallow over it. Thus a solid mass would be formed and the product would last a long time. It would probably last forever in a Minneapolis household nowadays, but it was a favorite dish with the cart men, as well as all the half breeds. A band of horsemen, expert buffalo hunters, mounted on shaggy ponies, usually accompanied the caravans. The total length of the route was 448 miles. The carts would manage to get over, on an average, about fifteen miles a day.

The early traders of the Northwest generally located their trading posts on the banks of some navigable stream tributary to either the Mississippi River or Lake Superior. Hence even before Fort Snelling was built the Indians of Pembina and the western Canadian county generally had established by trail and canoe voyages a route from the locality in which Winnipeg is now situated to the Mississippi River *via* the Red River of the North, Big Stone Lake and the Minnesota River. At a later period, after Mendota had became a large trading post, the Indians followed a more direct trail overland from Pembina, and the Red River trail became a thoroughfare over which thousands of the dusky braves traveled on commercial errands and to make treaties with the whites. The Red River cart drivers, finding the route laid out, adopted it, and in later years the lumbering stage coaches and the army supply wagons rumbled over it.

RED RIVER CARTS EN ROUTE.

Encamped in the Timber.

THE modern railway train knows no night, resembling in that respect the city celestial. The ancient Red River cart route did not resound with the squeak of the greaseless axles during the hours of darkness. As the day waned a lookout was kept for a convenient grove wherein shelter for the night would be afforded. There the tepees or tents would be pitched, the ponies and steers picketed near by, and if the weather was cool, a small fire would be made in the center of each tepee. The owners and drivers of the carts when accompanied by their wives and children adopted the customs of the Indians, with the notable exception that the squaws did not do all the work. One thing the cart men had to be on their guard against was attack by hostile Indians. These experiences were not uncommon in the early days. They were always careful to have sentinels on duty at night.

A LARGE BUSINESS.

While the little company is comfortably composed for the night here in this picturesque spot, a few facts and figures showing the extent of this Red River cart business may be cited. In 1844 the total number of carts in service on the route between Pembina and Mendota was six. The trade grew to such proportions that by 1851 there were one hundred and two of them. The greatest number that were afterwards in use was between five and six hundred. That was six or seven years later. After that the business was reduced somewhat by the advent of the steamboat and finally by the railroad's entrance on the scene of action. On the return trips all sorts of things were carried in the carts, in some instances pianos. The all-important item was, of course, the fur trade. Considering that those were days of small things, the volume of that trade was very large. In 1844 the total valuation of the traffic was $1400; in 1846 it was $5,000, and in 1850 $15,000. After that it swelled rapidly. In 1855 it amounted to $40,000; in 1860 to $186,000, and in 1863 to $250,000. The territory then tributary to St. Anthony and St. Paul was all Minnesota, northern Wisconsin and a portion of Dakota. At first the Indians furnished most of the furs, but later all the settlers and squatters were liberal contributors. The buffalo, bear, elk, deer and wolf were the principal sources of supply.

Taking it all in all the Red River cart should occupy quite a central position on the canvas which portrays the early annals of Minneapolis and the Northwest.

St. Anthony Falls, 1852.

HERE the Father of Waters is seen sweeping down in his majesty. It was about this time that Frederica Bremer, the noted novelist, was a visitor in St. Anthony. Some of the citizens took her across the floating bridge to Nicollet Island, and they had quite a serious time making the trip. The lady makes allusions to this visit in her book, "Homes In the New World." She was greatly impressed with this scene at the Falls, as well she may have been.

A GLANCE BACKWARD.

A few historical fragments may be gathered up in this connection. It was way back in 1820 that Gov. Lewis Cass, of Michigan, Dr. Walcott, Indian agent at Chicago, and a company of specialists, soldiers, Indians and voyageurs, forty in all, made the portage of these Falls, going west on the Lewis and Clarke Expedition. In 1845 Nicollet visited this scene and admired the island which came to bear his name. In 1847 Franklin Steele sold nine-tenths of his interest or claim at the Falls to William Cheever, Robert Rantoul, Jr., Caleb Cushing, and others, receiving $12,000 therefor. In October, 1847, work was begun on a dam across the river, from St. Anthony to Hennepin Island. In 1848 Franklin Steele pre-empted Nicollet Island.

In August, 1850, a large piece of flat rock over which the water had plunged tumbled down stream. This rock had formed the roof of a pretty cave which was a favorite retreat for some of the citizens. This suggests mention of the fact that the Falls were originally located considerably further down stream and kept receding from time to time as the sandstone beneath the limestone ledge was washed out and the rocky foundation of the Falls fell away.

It was on the 13th of April, 1851, that the first steamboat reached the Falls of St. Anthony. It bore the name, *Anthony Wayne*, and had on board Governor Ramsey and some friends, and the Sixth Regiment band. That was a memorable day in the annals of St. Anthony.

The First Suspension Bridge.

UP to the year 1854, the Father of Waters had not known the meaning of the word bridge. This statement does not apply simply to the local situation. Throughout the entire length of the river a bridge spanning the main channel was a minus quantity. It was St. Anthony enterprise which first bridged the paternal stream. The idea of such an unheard-of achievement originated in the busy brain of Franklin Steele. In 1854 he enlisted the interest and capital of H. T. Welles and others, and organized the Minneapolis Bridge Company. The citizens were amazed at the daring project, and watched the progress of work on the bridge with mingled feelings of pride and wonder. Dame Nature seemed not to approve of having such a liberty taken with her majestic river, and sent a savage gale which badly dismantled the structure, then approaching completion. The builders were not to be thus discouraged. The bridge was finished, and on the 4th of July, 1855, for the first time a team was driven across the Mississippi. Chester Martin was the hero who made the first trip, driving "Vermont Morrill," a then famous horse. Capt. John Tapper, who had served faithfully as ferryman for years, was promoted to the proud position of toll taker. He retained it until the bridge was bought by the county and made a public highway.

The bridge was well patronized. A couple of years later the tolls collected amounted to $12,500. A placard posted over each entrance to the bridge read thus:

CAUTION.

TEN DOLLARS FINE FOR DRIVING ANY ANIMAL ON THIS BRIDGE AT A FASTER GAIT THAN A WALK.

RATES OF TOLL.

For each foot passenger,	.05
Horse, mare or mule, with or without driver,	.15
Two horse, two mule or two ox team, loaded or unloaded, with driver,	.25
And for each additional horse, mule or ox	.10
Single horse carriage,	.25
Cow or ox,	.10
Sheep or swine,	.02

Visitors are requested not to deface the woodwork or paint with knives or pencils.

The Picturesque Falls, 1854.

IN this view of the Falls as they looked in 1854, one gets a good idea of the east side fall, and can follow the contour of the west side cataract with the network of huge logs about its edge. The frail two-plank bridge was the only approach to St. Anthony from the lower part of Hennepin Island. Among the houses shown on the west side the large one in the center is that of Anson Northrup. Mrs. Ellet, who visited St. Anthony in 1852 and was the first white woman to visit Lake Minnetonka, aptly describes this scene in her book published in 1853, entitled "Summer Rambles in the West." She says:

"A little below, a foot bridge, two boards wide, shackling and uncertain, but safe enough at the present season, conducts you to an elevated rocky island (Hennepin) which divides the principal falls. This island is inhabited, and thickly wooded, and about one hundred yards wide. Crossing it at the upper end to the shore, and descending to a smooth edge of rock, you come soon to the shelf of rock which faces the great fall of St. Anthony. This is worn by the water into a crescent form, and embraces three separate falls, besides smaller cascades. The vast body of water, the force with which it precipitates itself, the curve of the rock and the wild beauty of the rapids above and below, together with the rush and roar of the waters, lashed into fury by their arrest among the boulders and logs heaped in wildest confusion at the foot of the descent over which they leap, throwing volumes of rainbow-crowned spray into the air, combine to impress the beholder with emotions of awe and admiration. To view the falls on the other side of the river it is necessary to re-cross the foot-bridge and walk up to the larger horse bridge; then to cross this and go down hill to the ferry. This is another curiosity—the ferry-boat moving with its burden across the rapid water without the aid of machinery, steam or horse power. Having reached the opposite shore, walk down the river to the old Government Mill on the bank, and a fine view is obtained of the tremendous rapids which form the other great fall."

A Primitive Real Estate Office.

THE first object that greeted the passengers who crossed the Suspension Bridge from Nicollet Island to the west side of the river in the early days was the real estate office of Snyder & McFarlane. The building was erected by S. P. Snyder, in 1853, and remained in its original location until the improvements in connection with the Union Railway Station began. It was then removed to North Washington Avenue, near Turner Hall. The sun was shining brightly when the picture was taken, in 1857, which accounts for the fact that the complexions of the gentlemen sitting in front of the office appear of a darker hue than those nature gave them. The gentleman on the right is W. P. Ankeny; next to him, leaning against the post, is William McFarlane; sitting on the porch next to him is his brother, J. G. McFarlane. S. P. Snyder stands, bareheaded, against the corner of the building, while in front of him, leaning against the support of the piazza, is Dr. Gilbert. The identity of the sixth one of the party is unknown.

The Winslow House.

IF stone walls could tell tales some exceedingly interesting scraps of history and romance might have been gathered around the old Winslow House. It was the West Hotel of its day and generation, the pride of the natives and the admiration of the strangers within the metaphorical gates. It was a fashionable summer rendezvous, moreover, and, all in all, was one of the wonders of the little world in which the pioneer citizens lived, moved, and had their being. Its career as a hotel was brilliant but brief. The escape of fugitive slaves and ghost stories galore are among the legacies of its long period of decline and fall. The pioneer Minneapolitan always had a tender spot in his breast for the old Winslow, and witnessed its deliberate destruction with many a pang.

The annual exodus of people from the South to this region was what suggested the erection of this mammoth hostelry. The palatial steamers that in the early '50's used to ply upon the Mississippi River afforded easy and pleasant means of reaching Minnesota in the summer season. This led thousands of Southern tourists to migrate hither early in June. The number increased each season after 1853, until the civil war temporarily terminated this custom. In 1856 the hotels and boarding houses in St. Anthony and Minneapolis were thronged with pleasure-seekers from the South and East. Early in 1856 J. M. Winslow began the erection of this handsome six-story stone hotel building in St. Anthony. It was completed in the spring of the following year. August 13th, 1857, he leased the hotel to M. V. & D. J. Matteson for ten years and six months, the consideration named in the lease amounting to $131,000. After its completion and prior to its occupancy by the lessees, numerous parties, balls, and other gatherings were held in the building.

July 2d, 1858, Mr. Winslow sold the entire building and its contents to C. W. McLean, of Boston, for $160,000. That and the following season were prosperous periods. In 1859 Postmaster Luther Patch removed the St. Anthony postoffice to the basement of the hotel and occupied a room adjoining that of the Stage company. October 22d, 1858, five hundred excursionists from the East, who were celebrating the opening of the Milwaukee Railroad to La Crosse, dined at the hotel.

The mutterings of civil war in 1860 checked the tide of Southern travel, and very few guests from that locality honored the house with their presence that year. May 21, 1861, the furniture was removed, and except for occasional assemblies of local societies, the building remained unoccupied until 1872. In that year Rev. E. D. Neill, president of Macalester College, leased the building for the college at an annual rental of $1,200. In 1881, the college was removed to the Midway district, and soon after the old building bore the title of Minnesota College Hospital. In 1887 the hospital authorities vacated the building and it was demolished to make room for the Minneapolis Exposition building. It was an inglorious termination of a career that blossomed so brilliantly at the outset.

St. Anthony in 1857.

THE OLD UNIVERSALIST CHURCH, DORMAN'S BANK AND VICINITY.

IT is possible to get a very complete idea of the way things looked in the town of St Anthony in 1857. The camera was brought into play by an artist of that era with the result of a series of eight views of the young city, taken from the commanding height of the Winslow House roof.

Conspicuous in this picture stands the Universalist Church, which was dedicated on the 27th of September, 1857, and cost $16,500. Several years afterward the property was purchased by the Catholics, who enlarged the building. The church of Our Lady of Lourdes still occupies it. It is located on Prince street. The further end of the white fence in front of it marks the boundary of Central Avenue. That fence surrounded John Shepard's house and spacious grounds. The white house with a porch at the side, on the opposite corner, was Ed. Lippincott's. The small house on the other corner, at the right, was Mrs. Sarah Nash's—mother of Edgar and Z. E. B. Nash. The next house on the right was Baldwin Brown's. Looming up in the trees a little further along is Holy Trinity Episcopal Church. The corner stone of this church was laid by Rev. Dr. Breck, October 30th, 1850. Daniel and Judd Demmon lived next to the church, and Joseph Piddington close by. Elias Moses' house can be seen above Lippincott's. A glimpse can be caught of Judge L. Bostwick's house in the grove beyond. R. P. Russell's residence stands out plainly with its side porch, a little to the right of Moses' place. Beyond all these, at the left where the river bends, stood, and still stands, Dorman's imposing brick block.

Main Street runs north along the river bank. In the foreground is the old "mess" house, where many of the old settlers took their meals in the early '50's. Across Central Avenue was Central Hall, erected in 1852 by Z. E. B. Nash, and occupied in 1857 by Mr. Nash's hardware store and E. P. Mills' general store. On the next block the houses that face each other on opposite sides of the street, were occupied by Messrs. Gilbert and McKenzie. At the upper levee, almost under the shadow of Dorman's bank, can be seen the steamer *Governor Ramsey*.

The vicinity of the upper levee seemed destined in the early days to be the Wall Street of the future city. D. B. Dorman erected a handsome brick block at the corner of Broadway and Jackson streets on which he established a bank. John Wensinger in 1849, opened a shoe store; Reuben Ball and Elfelt Brothers started dry goods stores near by; at a later date, Henry Weber and H. O. Hamlin, Holmes & Hollister and Sam. Stanchfield built or occupied stores in the vicinity.

The first ten-pin alley in St. Anthony was opened in a structure that still occupies the original site, about one hundred feet north of the bank building. A. Cloutier was the proprietor. Here on dull days the merchants were wont to congregate and "keep the ball rolling." The St. Charles Hotel, which Anson Northrup had built in 1850, was the principal hotel of St. Anthony for several years. It stood on the corner of Marshall Street and Sixth Avenue Northeast, and was destroyed by fire.

St. Anthony in 1857.

LOOKING ACROSS NICOLLET ISLAND AND OVER THE WEST SIDE.

NICOLLET ISLAND at this time was about half covered with a dense growth of timber. The cutting through of the road from the rickety east side bridge to the ferry in the old days led to the gradual destruction of most of the timber on the lower part of the Island. The portion north of the roadway, however, retained its original garment of foliage for many years, and it is still the crowning beauty of the Island. In the foreground is seen Main Street. Buker's blacksmith shop stood by the river, with the logs in the "mill pond" (as the river at that point was called), almost knocking at its back door. Out over the river at the east end of the bridge on the extreme right was Peter O'Conner's store. Two others were being constructed between it and the Winslow House. The Suspension Bridge, stretching across the west channel, led to Bridge Square, the busiest part of the young city. Col. Stevens' house is easily distinguished upon the river bank, at the left of the bridge. Up Nicollet Avenue, towering over the other buildings in its vicinity, appears the Nicollet House, almost completed. At the mouth of Bassett's Creek can be seen Bassett & Canney's saw mill, built by Pomeroy & Bates, in 1855, and still farther up the river the mill of A. Wolcott & Co. Minneapolis lies spread over the broad prairie, and was truly a city of magnificent distances.

St. Anthony in 1857.

A GLIMPSE AT THE SAW MILLS AND THE WEST SIDE.

MORE of Minneapolis than of St. Anthony appears in this picture. First street on the west side was at that time the fine resident part of the city. On that street, appearing over the point of Nicollet Island, which shows on the right of the picture, were the handsome residences of I. F Woodman, H. K. Joslyn and E. H. Day. To the left of these, down on the swampy land which has since become the yards of the Chicago, Milwaukee & St. Paul Railway, is Anson Northrup's house. Over at the extreme left are shown the residences near the court house and the Gethsemane Episcopal and First Presbyterian churches. Sixth Street was about the limit of the residence portion of the town on the south.

The milling district of that date is well presented in this and the next picture. It is in order to go back a little to gather up the early records of milling in Minneapolis. It was ten years previous that Franklin Steele sold nine-tenths of the water power to Caleb Cushing and Robert Rantoul for $12,000. Ard Godfrey, an experienced millwright, of Orono, Maine, was secured to superintend the erection of a log dam across the east side channel at the head of Hennepin Island. The work was partially finished that year, and some lumber sawed. Calvin A. Tuttle was associated with Godfrey in the mill and R. P. Russell purchased the supplies and kept the accounts. "Banjo, Bill," the night sawyer, was so pleased when the machinery began to whirr the first night the mill was operated that he must needs get drunk and the result was a general complication of the machinery and a smash-up, entailing considerable loss of money and time. The failure of Cushing and Rantoul to meet their payments in 1848, resulted in the mill property reverting to Mr. Steele. Arnold W. Taylor, of Boston, was the next partner of Mr. Steele in the water power enterprise. He purchased a half interest in 1848 for $20,000 and sold it to Mr. Steele in 1850 for $25,000.

S. W. Farnham leased the mill in 1850 and operated it until his mill lower down on the island was completed in 1855. In 1851 the log dam was replaced by a stone and timber structure. In 1853 H. T. Welles invested $80,000 in the lumber business and operated seven of the eight saws in the mills. Mr. Welles transferred his interest about two years later to Dorilus Morrison, who was operating the mills in 1857.

February 26th, 1856, the Saint Anthony Falls Water Power Company was organized by Franklin Steele, John F. A. Sanford, Frederick C. Gebhardt, Richard Chute, and John S. Prince.

St. Anthony in 1857.

THE MILLING DISTRICT.

THE small annex to the mills located on the Main Street end of the long structure was a grist mill, which was started in the fall of 1851 by R. C. Rogers. In 1852, Mr. Steele built the one-story mill as it here appears, and Mr. Rogers put in two run of stone. In 1853, when thirty-two bushels of wheat were brought to the mill by a farmer named Larpenteur, the event was of such importance as to be the talk of the town. The St. Anthony Post-office was at one time located in the small building next to the mills, and in the other the Mill company had its office. After the incorporation of the Water Power company the larger building adjoining these was erected for the company's occupancy. A. B. Barton & Co. conducted a general store in the frame building on the opposite side of the street. This building was subsequently occupied by Bantley & Co. as a bakery.

On Hennepin Island, below the saw mills, is shown the mill hands' boarding house. It was used on one occasion for the first church sociable ever held in St. Anthony. At the lower end of the Island, near the west channel, was Farnham & Lovejoy's saw mill, with its two sloping roofs. The roofless store building adjoining was being erected by Rogers, Stimson, Kent & Co. for a sash, door and blind factory. At a later date it became the paper mill of Averill, Secombe & Co. The small building on the east side channel near this is Elisha Broad's edge tool factory, which he erected in 1855.

South Minneapolis is also shown in this picture, with the court house looming up as a prominent object. Down at the foot of the Falls, on the west side, is the government grist mill, the saw mill, and the government house just to the left. Over the mill, on Washington Avenue, near Sixth Avenue S., is the two-story U. S. Land Office. Down near the mills, beyond the government house, is George M. Huey's residence. E. B. Ames lived in the house that appears over Broad's axe factory.

St. Anthony in 1857.

SOUTH MAIN STREET, THE OLD LOWER BRIDGE AND CHEEVER TOWN AND TOWER.

THE Farnham & Lovejoy saw mill stands away to the right. The roofless square building next to it is Averill, Secombe & Co.'s paper mill, unfinished at the time. Elisha Broad's axe and edge tool manufactory stood close to the bridge that spanned the east side channel. South of the bridge appears Morrison & Prescott's flour mill, and over this the large "Island" flour mill of Upton, Rollins & Co. The building across the stream on the St. Anthony side, graced by a cupola. was Barnard Bros.' first furniture factory. The Upton block and Tremont house, which appear in the foreground in this picture, are mentioned elsewhere. Beyond the Tremont, and stretching along Main Street toward the lower bridge, were the principal business houses of lower St. Anthony. Among the firms doing business on that street in 1857–'60 were: J. H. Stevens & Co.; Wm. R. & Joseph M. Marshall; Tufts, Reynolds & Whittemore; Charles King; William Spooner; David Edwards; Stoughton & Moore; Cross, Pillsbury & Co., and Luther Johnson.

Spooner's row, in which several of these firms were located, was referred to by the St. Anthony denizens of that day as a building most fearfully and wonderfully made. The bridge that appears so plainly in the distance was built in 1857. That section of St. Anthony about the east end of the bridge was called Cheevertown, as a compliment to Wm. A. Cheever, who had settled there in 1847. It was he who built the high tower bearing the legend:

"PAY YOUR DIME AND CLIMB."

Visitors obeyed this injunction, the result being the enrichment of Mr. Cheever and a superb view over a wide expanse of country encircling the Falls. The bridge withstood the spring freshets of 1858, but in June, 1859, succumbed to the force of the stream and the weight of logs that were piled against it, and fell into the river. The stockholders, who had not realized anything from their investment, attempted to reset two spans but the attempt failed, and until the Tenth Avenue Bridge was built, in 1874, the river below the Suspension Bridge was unbridged.

St. Anthony in 1857.

THE SOUTHEASTERN PART OF THE TOWN, FROM MAIN TO SEVENTH STREET.

ALL of St. Anthony lying southeast of the Winslow House, from Main Street to Seventh Street Southeast, is embraced in this picture. Second Street, which stretches away toward Cheevertown, was a favorite residence street. The occupants of the houses along that thoroughfare in 1857 were as follows: Dr. Jodon, in the very small white house on the corner; Albert H. Dorr, next, in the house that stands back from the street; Caleb Dorr, brother of Albert, in the next house; Widow Huse, in the house on the corner (it is still standing there). This last house was erected in 1848, that of R. P. Russell antedating it by a few months only. On the other corner the "Temperance House" offered travelers rest and refreshment. Washington Getchell was the landlord.

R. C. Rogers, Isaac Lane, Rufus Farnham, Chas. F. Stimson, and Joseph Libby were domiciled in the other houses below the Temperance House. Over on University Avenue, which appears at the left in the picture, Seth Turner lived in the first white house. Over the west corner of his roof is a historic building—the Black School house. Many of the solid successful business men of Minneapolis to-day were pupils in the school. Hon. J. B. Gilfillan had an experience as a teacher there in the early '50's. Deacon Allan Harmon lived in the one and one-half story white house on University Avenue to the right of the school house.

St. Anthony in 1857.

THE FIRST METHODIST CHURCH AND VICINITY.

ACCORDING to the church records the First Methodist Society of St. Anthony built the first Methodist church edifice in this city, and one of the first, if not the first, in the State. The church was organized in 1849, but it was not till 1852 that the erection of a building was decided feasible. The building was enlarged several times, and in 1871 it was sold and removed to make way for a larger and better church home.

To the left of the church stood the parsonage, which was the scene of many a donation party, quilting, sociable, and the like, as well as the home of many earnest, hard-working ministers, since the small congregation of worshipers erected it in the early '50's. Over the left hand corner of the church a portion of James McMullen's residence can be seen. A. Leaming occupied the house at the left of the parsonage, and Deacon Harmon "lived down the road a piece" to the right.

St. Anthony in 1857.

THE FIRST UNIVERSITY BUILDING AND NORTHEAST ST. ANTHONY.

LOOKING toward the north from the Winslow House, the observer caught this view. The frame building under the eaves of the hotel possesses special historic interest. Here in November, 1851, by order of the Board of Regents of the State University, organized in February of that year, was opened the preparatory school of the State University. Prof. Merrill was the preceptor. The professor has long since retired from active participation in educational work, but is still a resident of Minneapolis. The school flourished here until 1855. Then the selection of the present site of the University led to its discontinuance. From that period until it was burned—about 1860—the building was used by several secret societies. The Sons of Malta was one of these. It was also the resort of the members of Cataract Engine Company, No. 1, soon after that company was organized, in 1858.

At the left is seen Dr. S. H. Chute's residence. The house seen over the roof of the Chute place is S. K. Kincaid's. Off to the right of this and near "Father Secombe's" Congregational Church stood Charles Chase's house. The parsonage was enclosed with the church. Along at the right, on Central Avenue, near the corner of Fifth Street, appears the home of James S. and Leonidas M. Lane.

Prominent Pioneers.

CYRUS ALDRICH.

TO the old residents of Minneapolis the name of Cyrus Aldrich is familiar and the personality it recalls is held in high regard. Mr. Aldrich came to Minneapolis in 1855. He was prominent in politics before and after his coming here. He served two terms in the national House of Representatives with marked ability. He was active in the establishment of the Northern Pacific Railway. He was a member of the State Legislature in 1865, and became postmaster of Minneapolis in 1867, continuing in office four years. He was in the service of the public almost continuously, and retained the confidence and esteem of the community to a remarkable degree. He died in 1871.

O. C. MERRIMAN.

For twenty years Capt. O. C. Merriman has been identified with the lumber business to such an extent that none but the old settlers are aware of the fact that the captain was originally a lawyer. He practiced for several years, after removing to St. Anthony from Wisconsin in 1859. He did valiant service in the war. He was a member of the lumber firm of L. Butler & Co., organized in 1870. The firm of Merriman, Barrows & Co. was formed in 1878, and has been for many years one of the largest concerns in the city. He has been in office several times. Captain Merriman was born in New York State in 1827.

O. C. Merriman.

Eugene M. Wilson.

R. W. Cummings.

Dorilus Morrison.

Cyrus Aldrich.

W. P. Ankeny.

F. R. E. Cornell.

PROMINENT PIONEERS.

Prominent Pioneers.

DORILUS MORRISON.

MINNEAPOLIS and Dorilus Morrison have been fast friends since 1853, when Mr. Morrison left his native state (Maine) and located here. He had had considerable experience in business, and at once became a leading factor in the commercial life of the young city, which he continues to be to-day, although he passed the three score and ten limit six years ago. He was one of the projectors and proprietors of the Minneapolis Mill Company, and has been extensively interested in the manufacture of lumber and flour and in other industrial enterprises. He was the first Mayor of Minneapolis, in 1867, and was a member of the State Senate.

R. W. CUMMINGS.

R. W. Cummings, a native of Pennsylvania, born in 1825, came West in 1843, and after trying his fortune at several other points settled down in St. Anthony in 1847. He took up a claim where afterward was located the junction of the main line and branch of the Great Northern Railroad. He here ran a farm until 1853, and then switched off to the real estate business, which still (1890) engages his attention.

JUDGE CORNELL.

Judge F. R. E. Cornell was born at Coventry, N. Y., in 1821. He studied and practiced law with success at the East, and came to Minneapolis in 1854. He had been a member of the State Senate in New York. He was a member of the City Council, went to the Legislature, served two terms, and in 1875 became Associate Judge of the Supreme Court. He was deeply interested in all public enterprises and active in helping them on. He stood high in the regard of the community in general and the legal profession in particular. After a lingering illness Judge Cornell died in June, 1881.

Prominent Pioneers.

EUGENE M. WILSON.

FOR many years Eugene M. Wilson stood at the front in the ranks of his profession, and as a progressive and public-spirited citizen. He came to Minneapolis in 1857, when he was twenty-three years of age. He had been admitted to the bar two years previous, and made unusually rapid headway. He was United States District Attorney under President Buchanan's administration. In the Civil War he served as captain of Company A, First Minnesota Cavalry. He was a member of the national House of Representatives in 1871, and State Senator in 1879. For four years—1872 to 1876—he was Mayor of the city. He was the Democratic nominee for Governor in 1888. His death in 1890 was a great shock and a great loss to the community. As an evidence of the esteem in which he was held may be mentioned the fact that a bust of Mr. Wilson is to be placed in Central Park.

W. P. ANKENY.

Until his sickness and death, which occurred in 1877, W. P. Ankeny was one of the most successful and enterprising of the pioneer citizens. He came to Minneapolis in 1857, at the age of thirty-six, and at once took a prominent position in the community, and was identified with all its important interests. From 1858 to 1861 he was postmaster of the young city. He, with others, built a saw mill, and later on the Galaxy Flour Mill, which was burned and rebuilt and destroyed again in the explosion of 1878. He served in the local Council and in the State Senate with conspicuous ability, and was largely interested in the establishment of the Minneapolis Harvester Works and the Minneapolis & St. Louis Railroad. He had a hand in starting the first building and loan association in the city and was its first president.

Minneapolis in 1857.

WASHINGTON AVENUE NORTH FROM SECOND AVENUE SOUTH.

BY the year 1857 Minneapolis had begun to assume the proportions of a town of some little magnitude. It was still rather scattering, however, and had more cross-lot connections than regular streets. The five pictures which follow are in reality parts of one, and placed side by side would give a complete view of the village of Minneapolis as it appeared in 1857.

The first large building on the left was Mrs. Judith Walsh's boarding house, near the corner of First Avenue South. In the rear of this, on First Avenue South, the three frame buildings of the same general appearance were Wood's paint shop, Bigelow & Thom's blacksmith shop and J. B. Ferrin's carpenter shop. The small, unfinished building, adjoining Mrs. Walsh's, was built and occupied by U. S. Wiley as a law office. Over the roof of Mrs. Walsh's house appears the house in which Joseph Dean lived. The other white house on the left of this was Mr. Thorn's residence.

Returning to Washington Avenue, the fence on the end enclosed a stub-ended house which Charles Daniels occupied. It was afterwards the home of Cornelius Lucy, J. D. Rich, and G. F. Warner. The road just beyond this turning to the left, is the modern Nicollet Avenue. A little farther up Washington Avenue, on the same side, appears the foundation of the Nicollet House, the Hennepin Avenue half of the present structure. Over this is visible Wm. J. Parson's house, where the Academy of Music and the Temple Court were afterward erected. The next house was Allen's, and on the corner of Washington Avenue and First Avenue North was the Free Will Baptist Church. Peter M. Dague's house, at Second Avenue North, completes the survey of Washington Avenue in that direction if the white fence on the right, at the corner of First Avenue South, where S. S. Crowell lived, is excepted. J. K. Sidle afterward owned and occupied the Crowell place.

The house with a cupola, that shows above the left end of the Nicollet House foundation, was Hezekiah Fletcher's, subsequently W. P. Ankeny's, and became later the property of the Catholic Church. In the woods some distance to the left was Charles Hoag's place. The square-roof house, still further to the left, was David Morgan's; next to that was Alex. Scrimegour's. The second beyond that was Wm. Hoyt's, and away toward the upper left-hand corner appears H. B. Wright's, now the property and residence of L. M. Stewart, corner Hennepin Avenue and Fourth Street. The uncovered frame of a building, that appears between the Wright and Dean houses, is the substructure of the First Baptist Church. In 1857, Woodman's Block was the office block *par excellence* of the town. Among its tenants were Bell & Wilson (A. Jackson Bell and Eugene M. Wilson), attorneys; David C. Groh, banker; Cushman & Woods, L. M. Stewart and Winslow T. Perkins, attorneys. The Nicollet House was erected by Eustis & Nudd. It was opened May 26, 1858. Among the speakers on that occasion were Dr. A. E. Ames, Eugene M. Wilson, H. L. Plummer, and Judge Isaac Atwater.

Minneapolis in 1857.

SECOND AVENUE SOUTH, FROM ITS INTERSECTION WITH WASHINGTON AVENUE.

THE foundation and cellar on the left mark the date of the erection of the second Woodman Block by I. F. Woodman, on the corner where the six-story Morrison Block now stands. After 1857, and until 1867 when Pence Opera House was opened, the hall in the upper story of this Woodman Block was the principal place of amusement on the west side of the river. The brick house at the rear of this foundation was Calvin Church's residence, which was torn down to make room for Harmonia Hall. The building on the extreme right was George Wells' jewelry store. George Richardson had another store very close to it, part of the end of which is visible. On the corner opposite, where the Beery Block now stands, was Tew's house. Just over the roof is seen the Widow Savory's place. Above this, on Fifth Street and Third Avenue South, was the Methodist Church, known to the irreverent young men of that day as the "eel pot." The two-story white house at the left of this was J. B. Hinckley's. To the left of this, and showing over Calvin Church's house, appears the foundation of the old Union School. On the corner of Third Avenue South and Third Street (where it still remains) was the Buttrick House, in which Harlow A. and S. C. Gale resided at that time. The first house seen over the shed of the Gale residence was W. P. Curtis', where L. M. Stewart, then a young attorney, with an office in the Woodman Block, boarded. Over the Curtis place, and facing on Fourth Street, was the home of Mrs. Mary Brackett, mother of Geo. A. Brackett. The small house, just across Third Avenue from Gale's, was L. P. Chase's, and the large one, plainly visible over that, was Washington Getchell's, afterward Jared Demmon's. The square-roofed house, away to the left, is supposed to have been D. C. Shepard's.

Minneapolis in 1857.

WASHINGTON AVENUE SOUTH, FROM SECOND AVENUE.

FROM the roof of the Woodman Block, looking south along Washington Avenue and over the fields and fences of the Court House district, this scene was visible in 1857. On the left appears the front of the Barber Block, where the Windom Block now stands. Anthony and Patrick H. Kelly for several years occupied it with a general stock. From here to a point opposite the Cataract House, which appears away down the avenue, the ground was so marshy as to preclude the possibility of traveling over it with teams.

Taking a tour along the avenue, commencing at the right, the traveler would first encounter the cellar walls of the second Woodman Block, which was completed in the fall of 1857, and contained store rooms, offices, and a public hall, known for years as Woodman's Hall. The next building was the furniture warehouse of H. A. Hatch & Co., or Hatch & Bigelow. Beyond the vacant lot were Neudeck's meat market and Geo. Robinson's harness shop, under one roof. In the blacksmith shop, on the corner, he would run across "Hod" Blake, noted for close application to work and a resonant voice. This was the corner of Washington and Third Avenues. The "fine residence" next door was built by Andrew Jackson Spear. W. W. Eastman afterward lived there. Dr. Kirby Spencer finally bought the property. He was greatly interested, financially and otherwise, in the Athenæm Library project. Before his death, which occurred March 10, 1870, he willed the handsome property and made other bequests to that association. The estate was valued at $45,000, and the annual income he directed should be used to purchase books for the library.

The Cataract House was opened by M. H. Richardson October 1, 1857. The small building on Third Avenue, just back of the Spear-Spencer house, was the original claim shanty of Calvin Church. The house was occupied in 1857–8 by John Hopper, a butcher. Farther back, on the corner of Third Street and Fourth Avenue, was the house of Rev. Amory Gale, a brother of S. C. and Harlow A. Gale, who, in the '60's, went to Palestine as a missionary, and died there. The house still stands. Down Fourth Street, one-half a block, was the brick building built by Dr. D. M. Anderson, and occupied by his family in 1857. Dr. A. H. Lindley lived there from 1861 to 1865. This, too, is still to be seen. Over the roof of this is visible another more pretentious brick house, the Bushnell Hotel, located on Fourth Street and Sixth Avenue. Dr. Geo. H. Keith, afterward proprietor of the Nicollet House and postmaster of the city, was the boniface. The Bushnell House is still a familiar landmark. Beyond and to the right stood Gethsemane Episcopal Church. Following along the horizon line to the right the handsome brick residence of Cyrus Aldrich is noticeable. It is now the home of George A. Brackett. This, the first brick house in Minneapolis, was erected in 1856. To the rear of this house appears the First Presbyterian Church, of which Rev. J. C. Whitney was pastor. The church used to be called the "toothpick church," on account of the peculiar shape of the spire. The white house between the Gale and Aldrich houses was Mr. Whitney's residence.

FURNITURE WARE HOUSE

Minneapolis in 1857.

THE OLD BARBER BLOCK AND THE MILL DISTRICT.

THIS scene covers the section from Second Avenue South looking towards St. Anthony Falls and the mill district as it was in the year 1857. The most interesting object in the group is the building looming up in the foreground at the corner of Second Avenue South and Washington. It was the Barber Block, built by J. N. Barber, in 1854. On the lower floor A. F. McGhee kept a general store. Over McGhee's sign appears the modest advertisement of "J. H. Thompson, Merchant Tailor." In this year, 1857, and in this building, Mr. Thompson's career as a Minneapolis merchant began. The *Minnesota Democrat*, which was originally published in St. Anthony, later made its appearance as the first paper published on the west side of the river. It was issued from this building soon after it came over the river from St. Anthony, in 1855. In 1856 this property was purchased by Fletcher, Loring & Grimes for $4,500. After holding his interest for ten years, Mr. Grimes sold it to Chas. F. Grosman for $700. In 1890 a third interest in the same real estate would be worth $30,000.

Over the roof of the Barber Block appears the residence of Mr. Arnell, of the firm of Arnell & Wilson, whose paint shop was located at the left of the residence. This was at the corner of Third Avenue South and Second Street. Still farther over the Barber Block and Arnell's house is seen Anson Northrup's neat-looking house, near the river. To the right of this a glimpse is caught of the old government mill and the government house at the Falls. Standing in plain sight on the right of these is the office of the Minneapolis Mill Company, where, on May 21st, 1857, W. D. Washburn began his career as an attorney and the Mill Company's agent. Over this office are seen the residences of Geo. Huey and Judge Isaac Atwater. The lower bridge is just visible down the river. The unfinished structure near the left margin of the picture was being built by John Fish. Across the river the then quite numerous buildings of St. Anthony bedeck the landscape.

NINNESOTA DEMOCRAT.
DRY GOODS GROCERIES & CLOTHING
PRINTING OFFICE

Minneapolis in 1857.

FROM THE CORNER OF SECOND AVENUE SOUTH TO BRIDGE SQUARE.

BRIDGE SQUARE was the business center of the young city. Here it was, on October 17, 1853, that Thomas Chambers opened the first store in Minneapolis. The little one-story store, on the right of the picture, was occupied by Bagley as a confectionery store. Over near the bridge piers looms up the clock tower on Crain's jewelry store, which stood on the corner of First Avenue South and First Street. The large building, a little to the left of the center, was A. B. Kingsbury's livery stable. The upper story contained a billiard room, the first of any importance in the city. The building stood on the site of the Brackett building, at present occupied by Wyman, Mullin & Co.

THE FIRST "BOOM" YEAR.

It was in this year (1857) that the city of Minneapolis enjoyed its first "boom." The town on the west side of the river grew with such rapidity this season that the citizens of St. Anthony began to look across the river with jealous eyes. They had hardly thought of such a thing as the possibility of a rival town over the other side. Within two years the population had increased from 200 to 2,000. This was getting serious, and gave rise to the feeling of rivalry between the two towns, which raged fiercely for many years after.

Between January and June, 1857, the number of houses in the town nearly doubled. Real estate values went kiting, and it was recorded that property "had got too high for common folks." A lot on Fourth Street, near Nicollet Avenue, was valued at $1,000, a sum which would not buy one foot of it thirty years later. The Court House and school house were being built. The United States Land Office was located here. The Episcopalians, Free Will Baptists and Presbyterians had church buildings. A Board of Trade was organized. There were forty-two business places in the town, besides a number of hotels, boarding houses, and real estate offices, and one printing office. Four doctors dispensed pills and powders, and ten lawyers looked after briefs and bills. The Territorial Legislature authorized the establishment of a town government in 1856. The Council did not organize until 1858. H. T. Welles was the first president.

"Laughing Water," Solemn Sioux.

IN 1857, when this picture was made, Indian wigwams dotted the landscape o'er in the vicinity of Fort Snelling and Minnehaha. The artist induced two of the dusky warriors, who were numbered among the residents of that romantic locality, to sit within the scope of his camera and offer the contrast of their picturesque costumes to the living green in which the Falls of Minnehaha were framed.

Mrs. Ellet, the author, went into raptures on seeing Minnehaha. It was just about this time that she visited the enchanted spot, and in her "*Summer Rambles*" she writes thus:

"In the green, shadowy depths of a wild gorge, curtained by thick woods on either hand, the swift stream precipitates itself in an unbroken descent of some sixty or seventy feet, the waters forming an arch of snowy foam and spray in their wild leap to the rapids below. The suddenness with which this vision of beauty bursts upon the sight; the contrast of the white foaming waters with the deep green of the foliage and the dark cavern behind; the delicate streaks of light green in the falling mass; the brilliant sunshine imprisoned in its showery spray and the rainbows dancing over it; all combine to form a scene of such enchanting loveliness as to take the senses captive and steep the soul in the purest enjoyment this earth can afford. With a little trouble one may descend to the foot of the cascade and seat himself within reach of its diamond-like spray, listening for hours to its deep voice of music, its everlasting anthem of praise for a being which is not in vain.

"The meaning of the Indian name of this exquisite waterfall is 'The Laughing Waters'—and the name is well applied, for they do laugh, if not 'fiercely glad,' like the wild torrents of Chamouny, in the full joy of their flashing and sparkling beauty, and the ravine echoes the sound of their jubilant exultation."

To come down from the realm of fancy to that of fact, it may be stated that these famous Falls are located about four miles below the Falls of St. Anthony, and about a mile up river from Fort Snelling. Minnehaha Creek is the outflow from Lake Minnetonka, and not from Lakes Calhoun and Harriet, as a Minnesota Historical Society pamphlet published in 1856 states, and as many people persist in thinking. The water falls a distance of about sixty feet, and flows through a beautiful glen to a junction with the Father of Waters a short distance beyond. The tract including the Falls was a part of the original government reservation. It afterwards came into the possession of Franklin Steele in the adjustment of his claims against the government. It was at one time proposed to make a State park out of the tract, but the project languished, and finally it has been purchased by the city of Minneapolis, and made a part of its park system. In the absence of any systematic care, the charming spot was fast being stripped of its original graces and glories. Now these will not only be protected but enhanced by artistic embellishments. A boulevard following the course of the stream back toward its source is also contemplated.

Winnebagoes in Camp.

IN 1854, when the Winnebagoes were removed from Watab, above Sauk Rapids, on the Mississippi, to the reservation on the Blue Earth River, south of Mankato, the whole tribe spent a week in St. Anthony. They afforded great amusement to the citizens with their songs and grotesque dances, traded moccasins for salt pork, coffee, and sugar, and seemed to enjoy their visit. In later years they were removed to the vicinity of McGregor, and to-day there are a number of members of the tribe residing along the banks of the Mississippi River, between Red Wing and that town. The wigwams were made of birch bark, a favorite building material with these aborigines.

The Winnebago and Chippewa Indians were frequently referred to by the old settlers as "Timber Indians," because of their partiality for the shelter of the forests. Upon the Sioux they bestowed the name of "Prairie Reds," on account of their aversion to the forest. When the bands met in conflict, the forces being equal in numbers, the result was generally determined by the nature of the ground on which the battle was fought. The Winnebagoes and Chippewas were generally successful in the timber, while the Sioux were usually victorious on the prairies.

The Jarrett House and Vicinity, 1858.

J. M. JARRETT, in 1856, erected the three-story frame hotel which bore his name for several years. The office rooms fronting on Main Street were in great demand at that time. Judge Isaac Atwater, John W. North, Wm. Lochren, Col. John H. Stevens, Franklin Steele, Le Duc, T. Elwell, the daguerreotype artist, James Gray, the barber, who was advertised to "shave everything except the face of nature and wild-cat notes," were among the early tenants. Here, too, on May 23, 1851, was published the *St. Anthony Express*, the first newspaper printed west of St. Paul, where the *Pioneer* had been started two years before. Colonel Stevens in those days was ferried across the river every day from his house on the west side to the store which he, in conjunction with Franklin Steele, occupied in the hotel.

The hotel itself was a popular resort for travelers in those days. August 30, 1858, it was sold to Joseph Moody, who raised the roof, added another story to the house and changed its name to the Tremont. It was destroyed by fire in 1873.

In the Upton brick block, across the street, the *Minnesota Republican* was published. Upton Brothers occupied the lower floor with a general stock of groceries, provisions, iron, steel, etc. The offices in the upper part of the building were the professional homes of several prominent members of the bar. The large building at the left was the Winslow House.

Glimpses of St. Anthony.

NICOLLET ISLAND PARK.

THIS picturesque scene is a tantalizing one to present to the modern Minneapolitan. It immediately reminds him of the forlorn mistake made by the community in allowing this beauty spot to be despoiled by the hand of man. Nature clearly intended it for a park. But the citizens of those early days were matter-of-fact fellows, and not very flush withal. The island might have been bought for a song at one time and preserved as a public park, such as no city in the world can boast. This was the way it looked in 1857.

IN SOUTHEAST ST. ANTHONY.

A little of the old Cataract engine house here appears on the left, close to W. H. Nudd's bakery and Spooner's harness shop. The building occupied by these two stood where the Pillsbury A Mill now overtops every building in its vicinity. Elisha Broad's axe and cant hook factory, on the right of the bridge that leads to Hennepin Island, and Averill, Secombe & Co.'s paper mill (at present one of the city pumping stations), are plainly seen, and in the distance are visible the mills of Minneapolis.

THE STEAMER "ENTERPRISE."

In 1850, Capt. John Rollins built a stern-wheel steamer to navigate the upper Mississippi River, named it the *Governor Ramsey*, and made the trial trip on the craft May 25, 1850. This was the first steamboat on the upper Mississippi River. The second was the steamer *Enterprise*, built at St. Anthony in 1857, by Z. E. B. Nash. July 2, 1857, was the date of her first trip to Sauk Rapids. In 1862 James McMullen contracted to remove the *Enterprise* from the upper to the lower Mississippi, and fulfilled the contract. The steamer and two barges were taken down Main Street, from the upper levee to the vicinity of the State University, where they were lowered to the river.

ALONG THE EAST CHANNEL.

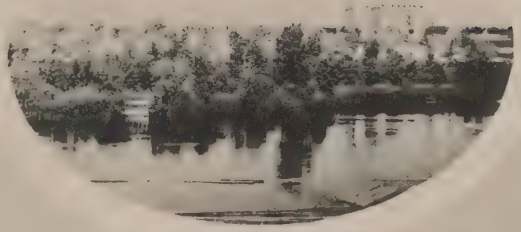
This view was taken looking up the east channel of the river from the spot that is the east side anchorage of the Tenth Avenue bridge to-day. On the right are seen the roofs of the old saw mills at the head of Hennepin Island. In the center is Morrison & Prescott's flour mill, built in 1856, and but a short distance away is the Island flour mill, built by Rollins, Upton & Co. in 1854. The latter mill was the first mill at the falls to turn out an acceptable grade of flour. It was burned March 5, 1872.

THE CHALYBEATE SPRINGS.

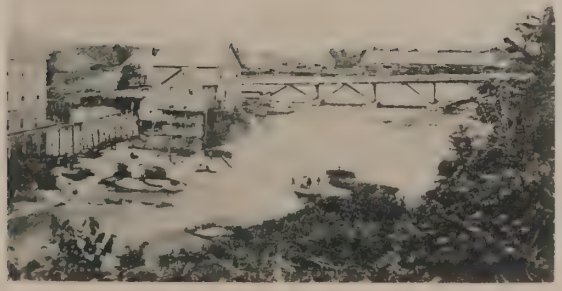
This was for several years one of the attractive spots in St. Anthony. The springs were located under the embankment near the Tenth Avenue bridge. They were advertised on account of their supposed medicinal properties, and were visited by thousands of people. Afterward, when it was surmised that they drained a marsh in the vicinity, they lost their popularity. The staging and approaches are still there, but badly dilapidated.

ACROSS HENNEPIN ISLAND.

CHALYBEATE SPRINGS.



NICOLLET ISLAND.



FLOUR MILLS, HENNEPIN ISLAND.

STEAMER "ENTERPRISE."

Primitive Fast Mail Service.

THE editor of the *St. Anthony Express*, in the winter of 1851, was evidently dissatisfied with the fast mail facilities of those days, if we may judge from the tenor of an editorial which he wrote at that time. The leading sentence was: "No mail from America in ten days." A little later the arrival of a dog train, with mail from Pembina, was joyfully recorded as a pleasant break in the monotony of editorial experience. In the picture is represented one of these trains in 1859, starting out on a trip of four hundred miles, which would terminate at Fort Garry, in Canada. One of the men in charge of the outfit was named Tarbell, and was frequently seen at St. Anthony. The dogs and their drivers subsisted principally on pemmican while *en route*.

From the Fort to the Falls.

WATCH TOWER AT FORT SNELLING.

THE watch tower, or lookout, at Fort Snelling, was one of the most picturesque portions of that historic structure. It was not a part of the original post, but was added to it in 1840. It served the double purpose of a sentry post for the garrison, and afforded them a splendid view of the valleys of the Mississippi and Minnesota Rivers. The primary cause of its destruction was the deep cut made into the bluff for the Milwaukee Railroad track.

THE PARADE GROUND AT THE FORT.

Here the troops have been marshalled for parade ever since the fort was built. After the stairs were built from the railroad track up the bluff, visitors entered the fort at this point.

RUINS OF THE OLD GOVERNMENT MILL.

After Calvin A. Tuttle, in 1855, left the old government mill, which he had run since 1850, the structure and its machinery was allowed to become a historic ruin. The saw mill, beside it, was repaired and run for several years, but the utility of the flour mill became a memory after 1857.

IN THE GLEN AT MINNEHAHA.

Across the little bridge, at the foot of Minnehaha Falls, the children have trooped by thousands in quest of bright-colored sand, since this picture was taken. It was one of the early ones, and presents a view of the falls, differing essentially from those of a later date.

ALONG THE MISSISSIPPI.

At almost every turn along the river bank, in the early days, one would find a charming spot capable of exciting admiration. This one, looking toward the Island, is no exception to the general rule.

FORT SNELLING TOWER

RUINS GOVERNMENT MILL.

THROUGH THE TREES.

MINNEHAHA, 1861.

FORT SNELLING PARADE GROUNDS.

Prominent Pioneers.

S. C. GALE.

MINNEAPOLIS and S. C. Gale have been good friends and mutual admirers for about thirty-three years. Mr. Gale was one of the many young men of the East who, about 1857, followed the Greeley idea and chased up the star of empire. He was then thirty years old. He had the advantages of a thorough education at Yale and Harvard, and soon after his arrival in Minneapolis began the practice of law. It did not just suit his taste and he went into business a few years later. He has always been active in public enterprises of all kinds, notably the Exposition of later days. Minneapolis owes much to S. C. Gale, one of whose chief characteristics is modesty.

W. D. WASHBURN.

Two members of the famous Washburn family have been prominently identified with the growth of Minneapolis. Gov. C. C. Washburn, although a resident of another city and state, had very large and important interests in Minneapolis. The flour milling industry would not present the mammoth proportions it does and has for years but for his investment of money and energy here. It is true of that and many other interests, which have made Minneapolis great, that they would not have enjoyed such phenomenal growth but for the presence and tireless activity of William D. Washburn, the youngest of the seven sons of that worthy Maine couple. It was in 1856, at the age of twenty-five, that young Washburn located in Minneapolis and continued the practice of law begun at the East. Not finding sufficient scope for his energies, at the end of two years he abandoned regular practice of the profession. For ten years he was the agent of the Minneapolis Mill Company, and later a stockholder and director. He has for years been largely interested in the manufacture of lumber and flour. He was the leading spirit in the establishment of the Minneapolis & St. Louis Railroad in 1869, and more recently the Minneapolis, St. Paul, Sault Ste. Marie & Atlantic, both enterprises of the first magnitude. He has received many political honors, served several terms in the State Senate, three in the lower house of Congress, and finally brings up in the Senate. He has won a national reputation, and his fellow-citizens are justly proud of him. Through it all he has never forgotten the interests of his native city, but devoted much time and money to its advancement.

W. D. Washburn.

Henry T. Welles.

R. J. Mendenhall.

Dr. Geo. H. Keith.

John S. Pillsbury.

Edwin S. Jones.

Wm. S. King.

PROMINENT PIONEERS.

Prominent Pioneers.

R. J. MENDENHALL.

IT was in 1856 that R. J. Mendenhall located in Minneapolis. A native of North Carolina, he had wandered out West and joined an engineering party just previous. In the following year Mr. Mendenhall engaged in the banking business, and continued it until 1873. From 1862 until 1866 he was president of the old State Bank of Minnesota. It was afterward merged into the State National Bank of Minneapolis, and Mr. Mendenhall was president of that until 1871. Later he became identified with a savings bank. This bank was unable to survive the financial panic of 1873. That was the end of his career as a banker. From boyhood he had been a great lover and successful cultivator of flowers. He decided to devote himself to that sort of thing. The success that has attended his efforts has been a source of personal pleasure as well as valuable in a pecuniary way. He has done much in the way of cultivating the tastes of the people of the city in this direction. In other ways he has been a helpful member of the community.

JOSEPH DEAN.

Joseph Dean came to Minnesota and settled at Bloomington, in 1852. When Hennepin county was organized, he was appointed a county commissioner. In 1855 he became a resident of Minneapolis, and was numbered among its enterprising citizens until his death, which occurred at Eureka Springs, Ark., May 20, 1890. In 1861 he formed a partnership with T. A. Harrison, H. G. Harrison, and William Harrison, under the firm name of J. Dean & Co., their business being the manufacture of lumber. He was one of the incorporators of the Security Bank, and its first cashier; was a trustee of Hamline University, and was identified with several corporations in this city.

Prominent Pioneers.

WILLIAM S. KING is another of the pioneers of the '50's who has contributed very largely to the development of the city. He came out from New York in 1858, being then thirty years of age. While yet a boy he had been obliged to "paddle his own canoe," and he did it successfully. Before coming West he had done some effective newspaper work, displaying a remarkably trenchant, forcible style. His first enterprise here was a weekly paper, the *State Atlas*, started in 1859. His editorials made him famous, near and far. For twelve years, after the war, he was postmaster of the House of Representatives. His public spirit and devotion to the city were manifested in many ways. His fairs advertised the city as well as himself. He helped establish the Minneapolis Harvester Works, the street railway enterprise and the motor line. The city has Mr. King to thank very largely for its magnificent park system. The Lyndale farm, started in 1868, added to his fame, and in later years, when he recovered the valuable properties which he had turned over in trust to a friend, it made him rich. Colonel King's present prosperity is a source of general rejoicing among his fellow-citizens.

JOHN S. PILLSBURY.

The Pillsbury family is famous the world over. The first member of it to locate here was John S. Pillsbury. The family home was in New Hampshire, and John was born in 1828. At the age of sixteen he began life in earnest, learning the painter's trade. He had tried his hand at several branches of business before coming to St. Anthony in 1855 and starting a hardware store. He was successful in that. In 1872, with his nephew, Charles, the foundations were laid by Mr. Pillsbury of the leading flour milling firm in the world. His brother, George A., arrived in 1878 and joined the firm. Mr. Pillsbury's political career dates back to 1858, when he was elected a member of the City Council, and re-elected for six successive years. In 1863 he was elected State Senator, re-elected four times in succession, and served two other terms later on. His two terms as Governor of the State—1875–'79—were marked by that honesty and good judgment which always characterized the man. He has given valuable aid in manifold public projects. For years he has been doing his utmost for the upbuilding of the State University. As Regent, his wise counsel has availed much. A contribution of $150,000 toward the Science Hall was a substantial evidence of Gov. Pillsbury's devotion to the interests of that institution and a good sample of Pillsbury liberality and public spirit.

Prominent Pioneers.

DR. A. E. AMES.

IT is sixteen years since Dr. Alfred Elisha Ames died, but every citizen of Minneapolis whose residence dates as far back as that, has a distinct and pleasant recollection of that worthy pioneer. It was in 1851 that Dr. Ames came to St. Anthony, located a claim, and built a shanty on the present site of Minneapolis. He was a very thorough student and successful practitioner of his profession, but matters of public interest were not neglected. In 1852 he was elected to the Territorial Legislature, and in 1854 was chosen Judge of Probate. He drew the bill for incorporating the village of Minneapolis, in 1856, and was appointed postmaster. In 1857 Dr. Ames was a member of the constitutional convention, and in 1860 was one of the State normal school board. He was prominent in public enterprises of all kinds, was a leader in the medical fraternity, and an active assistant, especially in educational movements. He was also prominent in the Masonic order.

DANIEL BASSETT.

Daniel Bassett, who has been identified with the lumber and banking business of the city since the early days, arrived here in April, 1855, from Wolfboro, New Hampshire. He has been twice honored with a seat in the Legislature, was appointed postmaster in 1865, has been a county commissioner, member of the school board and of the board of equalization. During the Indian war he, with other volunteers, marched to the rescue of the garrison and the refugees at Fort Ripley. Governor Ramsey, after the Indians were conquered, appointed him and Capt. Peter Berkey, of St. Paul, as commissioners to appraise damages and afford relief to settlers who had suffered from Indian depredations. He has been an active participator in many local enterprises that were instrumental in developing the business interests of the city.

Geo. A. Brackett.

Sumner W. Farnham.

Daniel Bassett.

Joseph Dean.

Calvin A. Tuttle.

Dr. Alfred Elisha Ames.

S. C. Gale.

PROMINENT PIONEERS.

Prominent Pioneers.

GEORGE A. BRACKETT.

MODERN Minneapolitans are familiar with the name and face of George A. Brackett. It is not necessary to tell them much about his enterprise and public spirit. Mr. Brackett was one of the many who flocked to the Falls of St. Anthony in 1857, and pinned their faith firmly to the city of destiny. He came West from Maine, and at once became prominent in the community. He has been interested in flour mills and other industrial enterprises. He assisted personally and with his money in raising the First Minnesota regiment, gave the regiment its first meal, and accompanied it to the front, though he was not himself a member. He organized the Minneapolis fire department, and was its first chief. He was Mayor of the city in 1873, and has served the public well in many ways, both officially and unofficially. He is reckoned the friend and helper of every worthy enterprise.

SUMNER W. FARNHAM.

Sumner W. Farnham came to St. Anthony April 1st, 1848, from Calais, Maine. In 1850 he leased of Franklin Steele the first saw mill in St. Anthony, and ran it until 1855, when his own at the lower end of Hennepin Island was completed. He was a member of the firm of Tracy & Farnham, the first bankers in the town. The lumber firm of Farnham & Lovejoy was organized about 1856, and continued until recently. Mr. Farnham has devoted himself quite closely to his large business interests, but has been a useful and helpful member of the community at large. He was a member of the old board of water commissioners.

CALVIN A. TUTTLE.

Calvin A. Tuttle arrived at St. Anthony in 1847, and was one of the energetic pioneers. He was among the first to cross the river and take up a claim and build a house on the west side. He was a contributor to the original University fund. He was interested in the erection of a saw mill in 1853, and was one of the first white men to visit Lake Minnetonka since 1822.

Prominent Pioneers.

JUDGE E. S. JONES.

WELL up on the roll call of prominent pioneers belongs the name of E. S. Jones. It was in 1854 that Mr. Jones, then twenty-six years of age, left his native State, Connecticut, came to Minnesota, and chose Minneapolis as his home for life. After completing his study of law in the office of Isaac Atwater, he was admitted to practice in 1855. He received his title, Judge, by serving as judge of probate, from 1858 to 1861. He was in the service during the war, and at its close resumed his law practice. He needed a wider field for his stirring energies, and during the twenty years prior to his death, in 1890, he was a business man with large interests. He was one of the organizers, and continued year after year, president of the Hennepin County Savings Bank. He was very successful in business and exceedingly liberal with his accumulating wealth. He gave freely to scores of worthy objects, and in church and charitable enterprises his name was a household word in Minneapolis and in many remote places.

HENRY T. WELLES.

Henry T. Welles played a leading role in the upbuilding of the village to metropolitan proportions. He arrived on the scene of action in 1853. He had reached then the age of thirty-two. Though a member of a wealthy Connecticut family, he knew what hard work was. He had considerable means, and used it, not simply to his own advantage, but in the furtherance of the general interests of the community. He was largely influential in developing industrial enterprises, and did much to help the building of railroads into the city, the two principal factors in its growth. He is still (1890) an honored resident of the city, with large business interests. Mr. Welles, in the early days, held many important offices, including that of Mayor.

DR. GEORGE H. KEITH.

Dr. George H. Keith was for many years a prominent figure in Minneapolis. He came here in 1855, being then thirty years of age. He was a native of Vermont. Just before coming west he had been practicing his profession in New York City. He made a specialty of dentistry, and practiced for a number of years in Minneapolis. He was public-spirited and progressive. In 1858 he was a member of the first State Legislature. During the Indian war of 1862 he was surgeon on the Fort Abercrombie Relief expedition. From 1863 to the close of the war he was provost marshal for the Second District of Minnesota. He was appointed postmaster of Minneapolis in 1871 and reappointed in 1875.

The State Fair at Fort Snelling.

IN 1860, after Franklin Steele had been three years in possession of Fort Snelling, by right of purchase made July 25, 1857, he tendered the use of the abandoned military post to the State Agricultural Society as a place for holding its second annual fair. The offer was accepted, and the fair was held within the confines of the post September 26 to 29. The barracks were transformed into repositories for fruits, jellies, butter, cake, needlework, and other products of peace and feminine skill. Agricultural implements and buggies occupied the parade ground. It was a notable occasion. Hon. Cassius M. Clay was delivering the opening address at the time the artist's camera was turned upon the scene.

The first State fair was held the preceding year in the city of Minneapolis. It was a combination of a State and County fair. It opened October 5, 1859, and lasted three days. The Minneapolitans paid all the preliminary expenses. The grounds were located on First Avenue South, near Hidden's house. They were both very modest affairs, compared with their latter-day offspring; but for that day and generation they were considered grand and glorious successes.

First Regiment Minnesota Volunteers.

MINNEAPOLIS and St. Anthony were peopled with sturdy and patriotic men and women. The electric shock of the news of the attack upon Fort Sumter produced a profound impression. Business was for the time being at a stand-still. The call for men to go to the defense of the Union received a ready response, and in the numerous regiments sent from Minnesota the towns at the Falls were largely represented. The famous First Regiment stands out in boldest relief in the annals of those stirring times. In its ranks were Minnesota's bravest sons, who rushed to the rescue of the endangered stars and stripes. Minnesota was almost a *terra incognita* in those days, and the news of the sending of this regiment to the war surprised and thrilled the nation. The regiment's record, too, was a glorious one, beginning with a noble struggle in the battle of Bull Run.

It was April 29, 1861, that the Lincoln Guards, the first company enlisted in St. Anthony and Minneapolis, marched to Fort Snelling and became Company D of the First Regiment Minnesota Volunteers. June 18, after a stand of colors had been presented to the regiment, a picture was taken of the field and staff officers, standing in front of the commandant's headquarters. The officer with the colors behind him was Lieut. Col. Stephen A. Miller; the color-bearer was Harry Stansbury. Next to him, at the front, was Col. Willis A. Gorman; then comes Major Dike; next to him Adjt. Wm. B. Leach; next to him Capt. Mark M. Downie. At the rear of Leach, between the posts, is Capt. Wm. Colville. Geo. A. Brackett, wearing a gray hat and white vest, is among the civilians between Downie and M. L. Sproat, who stood next to Hon. Morton S. Wilkinson. Major Sanders, of the regular army, was the gentleman wearing the tall felt hat.

Second Regiment Minnesota Volunteers.

THIS regiment, originally commanded by Col. Horatio P. Van Cleve, was organized in July, 1861. In October of that year it was ordered to Louisville, Ky., and assigned to the Army of the Ohio. In April, 1862, it was transferred to the Army of the Tennessee. July 11, 1865, it was discharged at Fort Snelling. In the "off duty" picture, both the dress and attitude of the men are suggestive of the raw recruit. The uniforms had been hastily selected, so hastily in fact that company letters and regimental numbers could not be supplied with the caps, and each man took such "clothes" as came nearest to fitting him. The other picture presents the regiment on dress parade at Fort Snelling, just before its departure for Louisville.

This company had an active campaign throughout the war. It took part in the engagements at Mill Spring, Siege of Corinth, Bragg's raid, skirmishes of the Tullahoma campaign, Chickamauga, Mission Ridge, and in the Atlanta campaign marched with Sherman through Georgia.

SECOND MINNESOTA AT FORT SNELLING.

A SQUAD OF VOLUNTEERS.

Saint Anthony's Apron

THE owners of the St. Anthony Falls water power were early made aware of the fact that the erosion which followed each spring freshet, and was apparent in a smaller degree at all seasons of the year, would eventually destroy the falls and reduce them to the condition of a series of rapids. In 1866 an attempt was made to place an apron across the west side falls to prevent the encroachment of the water upon the sandstone underlying the limestone ledge. This was but partially successful, as the spring freshet of 1867 carried off the apron, together with a portion of the rock on which it rested.

In 1869 Maj. G. K. Warren, of the United States Engineer corps, then stationed at St. Paul, called the attention of the government to the necessity of arresting the destruction of the falls. The citizens of Minneapolis appointed a board of construction, the aid of the government was enlisted, and appropriations were secured to the amount of $550,000. The first of these appropriations was received in 1870, and work was at once begun. A concrete wall was laid on the bed of sandstone beneath the limestone ledge, six feet in thickness at the base and four feet at the top, forty feet in height, extending entirely across the river. The citizens of Minneapolis contributed $334,500 toward meeting the expense of the improvement, and personally took charge of the building of the apron, which still remains at the edge of the falls. The work begun in 1870, was finished March 3, 1879, and resulted in the preservation of the falls. It is the old apron that is pictured.

Exceptions to the Rule.

TOMAHA.

THE redeeming features in all the Indian wars which have devastated the Western country at intervals since the commencement of this century have been individual instances of fidelity and friendship to the white settlers on the part of Indians who had been the recipients of favors from them. The much-bedecked and silk-hatted old Indian, on the opposite page, is Tomaha, a Winnebago, who was truly a friend when his services were sorely needed. In 1814, when the British captured Fort Crawford, at Prairie du Chien, he supplied the Americans with provisions, did all he could to relieve the rigor of their short confinement, and in every way possible assisted them. After the British retreated, the government fittingly recognized his fidelity, and he deservedly was granted many favors. He resided near Red Rock in 1860, and died soon afterward.

JOHN OTHER DAY.

The Indian outbreak of 1862–3, on the Minnesota frontier, brought out one Indian's character in strong contrast to that of his fellows. When the first demonstrations were made at the Upper Indian Agency, John Other Day, a Sioux Indian, who had had the benefits of religious and secular teaching in the Agency school, became the self-appointed guardian and guide of the families of white people stationed there. Under his leadership they traveled at night through a country swarming with hostile Indians, and were conducted by him to Fort Ridgely, near Mankato, where they were joyfully received by the brave defenders of that post. The Indians besieged the fort for several days, but were driven off by the troops under command of Capt. T. M. Sheehan.

THE ESCAPE FROM THE UPPER AGENCY.

One of the settlers in the party that was piloted by John Other Day was a photographer, and he has given a glimpse of the camp on the prairie at noon. Revs. Riggs and Williamson, Miss Charles (who was a teacher at a later date in Minneapolis), and H. D. Cunningham and wife, now at Bloomington Ferry, were numbered among the rescued.

FORT RIDGELY.

This view of the fort was taken looking into the parade ground from the prairie. Aside from the block houses and the stockade there were few defensive points about it.

FORT RIPLEY.

Fort Ripley is, or rather was, located up the Mississippi River, about one hundred miles from Minneapolis. Troops were stationed there prior to and during the Sioux massacre. It stood on the bank of the river, and would accommodate about four companies of soldiers. The post is nearly dismantled now.

JOHN OTHER DAY.

FORT RIPLEY.

ESCAPING FROM THE INDIANS.

FORT RIDGELY.

TOMAHA.

Captured Indians at Fort Snelling.

THE stockade which bounded the camp of the 1,600 Indians captured at Camp Release, who were adjudged not guilty of any crime that would warrant death or a long imprisonment, was located just under the guns of Fort Snelling, on the Minnesota River bottom. This was their place of confinement during the winter of 1862–3. The smoke from the tepees is seen hovering over the camp. Just beyond the stockade appears the ferry boat and ferry house on the Minnesota River.

The Hanging of the Sioux Murderers.

AFTER the battle of Wood Lake between the soldiers, under Gen. H. H. Sibley, and the Indians, under Little Crow, 2,000 Indians surrendered. The Sioux warriors were all arraigned before a military commission, consisting of Col. Wm. Crooks, Lieut. Col. Wm. R. Marshall and Capt. H. P. Grant, with I. V. D. Heard as judge advocate. The commission completed its work November 5, 1862, and condemned three hundred and three of the culprits to death. They were at once removed to South Bend, on the Minnesota River. Their families and the other Indians were taken to Fort Snelling and confined all winter in a stockade. The condemned Indians were shortly removed to Mankato and confined in a large stone warehouse, which is shown at the left in the picture. President Lincoln was prevailed upon by Eastern people to mitigate the sentence of most of the murderers. He ordered that thirty-nine should be hung, and the others imprisoned. The order for the execution was issued to General Sibley December 6, 1862, and on the 26th of December, 1862, thirty-eight were hung on one scaffold at Mankato. One had cheated the scaffold by dying a natural death. A man named Dooley, whose family had been murdered by the Indians, was granted the privilege of cutting the rope that dropped the platform from beneath the Indians and swung them into eternity. The rest of the murderers were imprisoned until spring, then removed to Davenport, Iowa, and soon after sent to a reservation on the Missouri River and liberated.

Lo, the Poor Indian.

LITTLE SIX AND MEDICINE BOTTLE.

THESE two chiefs of the Sioux Indians were prominent in the Minnesota Massacre of 1862 and 1863, by reason of their personal acts of cruelty, and because both were men of considerable intelligence and influence. When the advancing columns of Generals Sibley and Sully drove the Sioux over the border into Canada, these two were with the retiring forces, and with their bands found shelter about forty miles above Fort Garry. J. H. McKenzie, who had suffered many injuries from the Sioux, with the aid of a half breed, induced these chiefs to visit McKenzie's place, near Fort Garry, a few days after Christmas, 1863. Here they plied them with drugged whisky, bound and gagged them, and at midnight strapped them on a dog sled, or toboggan, and at daylight next morning, after an all-night ride, delivered them as prisoners to Maj. E. A. C. Hatch, of Hatch's Battalion, at Fort Pembina, on United States soil. They were tried by a military commission and condemned to be hung at once, but were not executed until November 10, 1865.

OLD BETS.

The expressive, if not handsome, countenance of "Old Bets," as she was familiarly called, was seen upon the streets of St. Paul for many years after the Indian Massacre. During the troublesome times of 1862 and 1863, Old Bets befriended many white people that fell into the hands of the Sioux, and as soon as the Indians were captured, or driven across the border, the residents and visitors at St. Paul returned a hundred-fold the charities which the old squaw had bestowed. Very few refused her request for "kosh poppy"—ten cents—and gifts of clothing and food were freely given her. She died in her wigwam, at Mendota, about 1878. Old settlers state that she was 120 years old at the time of her death.

LITTLE CROW AND HIS SON.

The leader of the Sioux nation in its war upon the whites was Little Crow. He had been educated at the agency, could read, write and speak English, and was an able orator as well as fearless warrior. When the outbreak occurred, he took command and was the recognized leader of the Indians until the capture of a large portion of his band after the battle of Wood Lake at Camp Release, on September 26, 1862. With a remnant of his followers he fled from the field, and his whereabouts were unknown until July 3, 1863. On that day Nathan Sampson and his son Chauncey had a fight with two Sioux. After his father had been severely wounded, Chauncey killed one of the Indians. When Wo-win-a-pee, Little Crow's son, was captured in Dakota, he revealed the fact that his father was the Indian killed at Hutchinson, and that he was with him on that occasion.

LITTLE CROW'S SON.

LITTLE SIX.

LITTLE CROW.

MEDICINE BOTTLE.

OLD BETS.

High Water in 1863.

THE Mississippi River, swollen by the melting snow and the spring rains in 1863, presented an imposing and majestic appearance. The artist took his position on Hennepin Island, so as to command a view, not only of the mighty cataract, but also of the Suspension Bridge, the dense foliage, and the handsome residences along First Street, extending down to the west side saw mills.

Bridge Square Scenes, 1863--'5.

BUSINESS at this period had not gone far enough from Bridge Square to make any appreciable impression upon other localities. The banking and general business was centered there. The block between First Street and the river is shown in one view. On the corner, where the Market building was afterward erected, is seen J. C. Oswald's general store. Hedderly & Roach had a hardware store next to Oswald's. L. Fletcher & Co.'s store was in the big stone block; Sidle & Wolford conducted a general banking business in the same block a short distance east of Hedderly & Roach, the gap being filled by a small bakery and candy store, where C. C. Berkman dispensed dainties to the urchins and lunches to the business men of the Square. Peter Wolford resided in the frame house next door. The last building, near the river, is the land office of Snyder & McFarlane. The First National Bank is the natural successor of the old firm of Sidle & Wolford.

Trooping out of First Street into the Square can be seen a flock of geese, waddling to the scene of their daily sports, the pond that was located where Second Street and the Center Block have since become features of the city's topography. This pond appears in close proximity to Godley's general store, which was situated on what is known as the Martin Ferrant corner. This picture shows the south side of Bridge Square, from Second to First Street. The large building at the extreme east end of the block was Anthony and Patrick H. Kelly's general store. Fire swept through the Square several times. This block was entirely obliterated soon after this picture was taken. John I. Black's dry goods store is plainly seen. This building was afterward occupied by Peter O'Conner, and still adorns the corner.

The picture, entitled Postoffice, covers the block between Second and First Streets, on the north side of the Square. The large white building on the corner is the Postoffice. In the fall of 1861 the postmaster, David Morgan, located the office in this building, where it remained until the 19th of April, 1865, the day of President Lincoln's funeral, when all the buildings seen in the view were destroyed by fire. H. T. Welles occupied the room over the Postoffice for several years. After a consultation with the postmaster he devised a labor-saving, quick-delivery system for both mailing and receiving letters. A hole in the floor and a piece of string did the business. S. M. Williams had a book store adjoining the Postoffice; L. W. Rohne used the next building as an express office; Chalmers Bros. ran a hardware store just below, and O. M. Laraway sold groceries near by. Gale & Co. (S. C. and H. A. Gale), occupied the Rhone office for a short time.

The next picture, gives a closer view of the middle of the Postoffice Block, Chalmers Bros.' store being in the foreground, and Laraway's two doors further off. It is a part of the history of this block that some of the clerks who roomed there one day corralled several goats that were accustomed to browse on the Square and let them loose on the wooden awnings. One of them jumped through a window, and, in attempting to gain his liberty, the belligerent animal knocked the proprietor of one of the stores pell-mell down the stairs.

OSWALD'S CORNER.

POST OFFICE.

BELOW THE POST OFFICE.

THE GOOSE POND.

BLACK'S CORNER

The Mill District in 1867.

EIGHTEEN years after Colonel Stevens cleared the hazel brush off a part of Uncle Sam's real estate, where he afterward erected a house, the mill district was the focal point of the city. The saw mills, beginning with those at the outer edge of the platform, had been extended to the Minneapolis shore. The Cataract Flour Mill, the first erected on the west side, owned by private parties, built by Eastman & Gibson, had been in operation eight years. Others had sprung up near it, and mill stones and saws had become potent factors in the upbuilding of the city.

On the extreme right of the picture are the "platform" saw mills, owned by the Minneapolis Mill Company. Near them, the first building is the pail factory of Spencer, Gilpatrick & Markley, afterward Richard Price & Co. This went sailing down stream, one day in the '70's, in consequence of the foundation being undermined by the high water. Dorilus Morrison's cotton mill stands next to this. On the river bank above is the Cataract Mill, which was purchased in 1872, by D. R. Barber & Son, and is now operated by E. R. Barber. The four-story building to the left of this was the woolen mill of Coon, Clapp & Co. It became the Empire Flour Mill later, and was burned in one of the mill fires. The North Star Woolen Mill, surmounted by a cupola, occupies a part of the ground where the enlarged structure is now located. It was built by Gibson & Tyler. The two stone buildings, that fill out the picture on the left, are the Minnesota Central (afterward the Chicago, Milwaukee & St. Paul) Railroad warehouses. Perhaps the most interesting buildings, however, in the picture are the two small ones, between the river and the Milwaukee Company's small warehouse. They are the ruined government flour mill, and Perkins & Stirn's flour mill, which was once the government saw mill.

Fort Snelling Since the War.

DURING the War of the Rebellion and the Indian War of 1862 and 1863, all the Minnesota troops were mustered, uniformed, and drilled at Fort Snelling. Several of the troops during that period died in the barracks, and were buried in the old cemetery on the hill. Moss-covered and weather-beaten headstones near the marble shafts that tell of the volunteers' deaths, record the fact that as far back as 1826, the King of Terrors entered the garrison walls and carried off his victims.

Since the war, the Fort has been garrisoned by regiments of the regular army, many of which were sent to the Western frontier and there made honorable records fighting the Indians. In the old days, a high wall surrounded the Fort, and block houses defended the approaches. A watch tower was erected at the angle formed by the walls that skirted the bluffs on the Mississippi and Minnesota river banks, which commanded a magnificent view of the river. November 3, 1879, this watch tower was removed by order of the post commander, who considered it unsafe.

The old Fort is at once picturesque and historic, and for both reasons is an object of much interest, both to the old settler and the new comer.

Bridge Square in 1867.

THIS view, taken in connection with that which follows, emphasizes the fact that Bridge Square, during all the earlier years of the city's history, was the commercial center. The Union Block, with its stucco front, was for many years considered a fine specimen of architectural beauty. In the small two-story wooden building, on the right, where J. M. Shaw's sign appears, Thomas Lowry and Dr. H. H. Kimball had their offices. The partition which separated their apartments was the handiwork of both gentlemen, to whom the accumulation of wealth at that time seemed a far-off contingency. Clients and patients were few and fees small. The city hay scales on the site of the City Hall, stand out in bold relief, at the lower edge of the picture.

UNION BLOCK
I. O. O. F.
McFARLANE, HUDD & CO.
MERCHANT TAILOR

Advent of the Iron Horse.

FIRST LOCOMOTIVE IN MINNESOTA.

JUNE 3, 1861, work on the first railroad track in Minnesota was commenced. The force of men worked from St Paul toward St. Anthony. The company at that time was known as the Minnesota & Pacific Railway Company. September 10, of the same year, the steamer *Alhambra* arrived at St. Paul, towing a barge on which was the first railway rolling stock brought to the State. It consisted of a locomotive, the *Wm. Crooks*, and tender, three platform cars and a passenger coach. June 28, 1862, the railroad reached St. Anthony, and trains began to run regularly—and irregularly—between St. Paul and St. Anthony. The corporate name of the company, at that time, was the St. Paul & Pacific Railway Company. The first depot in St. Anthony was located on Main Street, near Central Avenue.

THE BAGGAGE BUILDING.

As soon as the St. Paul & Pacific bridge was finished across the Mississippi at Minneapolis, the vicinity of Washington Avenue North and Third Street became one of the liveliest districts in the city. The company's passenger station, round houses, freight house, and even the small baggage room, contributed to the general activity.

FIRST "DUMMY" ENGINE IN MINNESOTA.

The first conductors on some of the Western roads frequently acted as assistant superintendents, baggagemen, firemen, and brakemen at the same time. Judging from the appearance of this "dummy" engine, the manufacturers built it to meet just such emergencies. It used to run to Chaska and Carver, on the Sioux City road. Upon one occasion, the *Minneapolis Tribune* announced that "the dummy would commence running to St. Paul for the season on next Monday." The *Le Sueur Sentinel*, in its next issue, copied the article, and asked: "Who will conduct the *Tribune* in the absence of the editor?"

AN OLD WOOD-BURNING ENGINE.

This was one of the first large engines put in service on the Sioux City & St. Paul Railroad, now the Chicago, St. Paul, Minneapolis & Omaha, and used to make the Minnesota Valley resound with its cheerful whistle.

PIONEER STEAMBOATS AT LAKE MINNETONKA.

The first steamboat, or stern-wheeler, that plied on Minnetonka was named the *Governor Ramsey*. She was built by Rev. Charles Galpin, in 1855. The first propeller, named the *Sue Gardner*, was brought from Detroit, Mich., in 1868, by Charles Gardner. The *May Queen* was launched in 1873, and destroyed by a boiler explosion June 29, 1879. The *Hattie May*, which is still in service, was launched in 1878. The steamer *Mary* was launched in 1876, and her boiler exploded at the Hotel St. Louis dock, July 1, 1880. The *Saucy Kate*, formerly the *Katie May*, was launched in 1878. While on a trial trip the boiler exploded. The boat was rebuilt and re-christened, and still does excellent service.

FIRST LOCOMOTIVE.

AT LAKE MINNETONKA.

ST. PAUL & PACIFIC R. R. BAGGAGE ROOM.

OLD WOOD BURNER.

THE DUMMY.

St. Paul & Pacific Depot, 1873.

MAY 1, 1867, the first train of cars came over the Mississippi River bridge of the St. Paul & Pacific Company. The occasion was celebrated by an excursion from St. Paul. The train was pulled by the engine *Wm. Crooks*, in charge of Engineer Charles W. Deering and Albert Ely, fireman; H. H. Breed was the conductor. From 1862, when the road reached St. Anthony, until 1867, Minneapolitans, who wished to travel by that road, were obliged to cross the Suspension Bridge and take cars on Main Street in St. Anthony. This view, taken in 1873, shows the Delano accommodation train awaiting the arrival of the train from St. Paul. Washington Avenue is shown in the foreground. The round-house of the railroad company appears at Fourth Street. At this time, and for years subsequently, John W. Henion was the company's general Minneapolis agent; W. P. Ives its ticket agent, and E. W. Mortimer baggage-master.

The Northern Pacific Expedition of 1869.

SEVERAL preliminary surveys had been made for a northern railroad route to the Pacific Ocean. It was determined, at a meeting held in New York, early in the year 1869, that a number of the gentlemen present and a few invited guests should meet in Minneapolis, in July, and proceed over the route proposed, *via* Devil's Lake. The object was to ascertain whether the conditions were favorable for the construction of the road in that direction. The members of the party from the East arrived in Minneapolis July 8. Teams, secured by George A. Brackett, were in readiness to be sent by rail to St. Cloud, from which point the expedition was to travel in wagons or on horseback. Besides the distinguished gentlemen from the East there were in the party William Windom and John Douglass, of Winona, and from Minneapolis and St. Paul Gov. William R. Marshall, Eugene M. Wilson, Dorilus Morrison, George A. Brackett, Pierre Bottineau, the well-known guide. Rev. A. Fuller and wife, of Rochester; Rev. E. S. Williams and wife, Minneapolis; Charles A. Wheaton, of St. Paul, and Miss Clara Wheaton, of Northfield, comprised another party that traveled under protection of the escort over the route taken by the Northern Pacific expedition. July 9, the expedition left Minneapolis on a special train for St. Cloud. On the 26th of July the party reached Fort Totten, on the shore of Devil's Lake, and on the 30th they were at Fort Stephenson. Near Fort Totten most of the Eastern gentlemen turned back. The more adventurous ones, among whom were George A. Brackett and Governor Marshall, went several days' journey beyond the Missouri River. The teams of Gov. Gregory Smith's section came into Minneapolis August 5. The outfit, consisting of thirty horses and wagons, the drivers, some other members of the party, and a crowd of interested Minneapolis citizens, were photographed on Washington Avenue, between First Avenue South and Nicollet. August 22, the other members of the party returned.

DRUGS
DENTIST

Hennepin Avenue in 1869.

FROM the roof of the Nicollet House in 1869 this view of Hennepin Avenue, on the north side, from Washington Avenue to the river, was obtained. First comes D. R. Wagner's "Farmer's Store;" then follow in order, F. G. Woodward's moulding and picture frame factory, Janney & Moles' hardware establishment, S. M. Williams' book store, Miss A. M. Henderson's millinery, and Barnard & Shuey's furniture store. D. M. Gilmore's auction store appears in the next brick block, and Bachner Bros.' gun store, with Dillingham & Veazie's boot and shoe store on the corner. Pence Opera House looms up very prominently on the corner of Hennepin Avenue and Second Street. It was erected in 1866, by J. W. Pence, in response to the demand for a suitable public hall. McFarland's theatrical company, of which Emily Melville was the star, opened the house.

An almost unbroken row of stone and brick buildings extends down to the frame structures that begin at the corner of First Street, where Gale's City Market stands. The smoke stack of J. Dean & Co.'s mill (afterward Camp & Walker's), and the substantial bridge of the St. Paul & Pacific Railroad are prominent features at the rear of the Opera House. The peculiar appearance, as of a track down Hennepin Avenue, should not be mistaken for a street car track. Such a thing was unknown and unthought of. It was only an accidental effect.

TEA

Second Street in 1867.

SECOND Street was at this time what might be called a side street. The tide of travel which in the early days had come up from Bridge Square in this direction, and then veered off at Second Avenue South toward the Court House, had been diverted *via* Nicollet Avenue to Washington. The teams engaged in the lumber and flour traffic had switched off to First Street as the thoroughfare from Bridge Square to the mill district. The old city lock-up, a long, dirty shed, open to the rain and the wind, still stood on the corner of First Avenue South and Second Street, where the St. Charles Hotel is now located. On the other corner, where the first Brackett Block was erected, and later burned, was the two-story boarding house shown on the extreme right of the picture. Harrison, Farrington & Co. are to-day the occupants of this property. Over the top of this appears the light-house ornamentation of the Court House, which disappeared when that structure was partially burned. The Cataract House stands out in bold relief, and beyond this the Milwaukee elevator at Tenth Avenue South. Down Second Street appear the Chicago, Milwaukee & St. Paul Railroad shops.

Washington Avenue in 1869.

FROM the corner of Washington and First Avenues North, looking south on Washington Avenue, this scene was presented. In the right-hand corner appears the fence that surrounded the house that was successively occupied by J. R. Parsons, S. W. Mattison, J. M. Eustis, and J. K. Sidle. The Temple Court office building now occupies this site. The large building was the old half of the Nicollet House (built in 1857), and the one-story structure adjoining was Putnam's lumber office, on the corner of Nicollet Avenue. In 1870 the hotel was enlarged by F. A. & F. S. Gilson, so as to cover the block on Washington Avenue. A long row of small frame buildings extended down Washington Avenue to the corner of Second Avenue South, where the five-story National Hotel is seen. Down at Sixth Avenue South appears the Cataract House. On the left of the picture, what is now called the Richards Block, then just finished, occupied the corner of Hennepin and Washington Avenues. Next was the First National Bank building, with Harrison's Block, in which Bell Brothers (J. E. & D. C.) were tenants at the time, on the opposite corner. In the distance, down Washington Avenue stood the Northwestern Hotel, which was built for a United States Land Office and Postoffice in 1854. It was destroyed by fire August 22, 1871.

"The Falls Are Going Out!"

THE BREAK IN THE TUNNEL.

IN 1868 a company, comprising A. H. Wilder and J. L. Merriam, of St. Paul, with W. W. Eastman and W. S. Judd, of Minneapolis, commenced to build a tunnel, starting at the lower end of Hennepin Island, and extending up to Nicollet Island, for the purpose of getting a water power at the lower end of Nicollet Island. The tunnel was to be 2,000 feet long—300 feet of it under Nicollet Island. After the excavation had been made under the islands, and while work was in progress under the river, water penetrated through the sandstone to such an extent as to drive the workmen out. A few minutes after the tunnel was cleared the river rushed in, and, sweeping down under Hennepin Island, carried out two mills that stood near the center, and threatened to destroy entirely the water power of Minneapolis. The cry, "The falls are going out!" brought thousands of excited people to the river. Many willing hands were soon busy stopping the encroachment of the water upon the limestone ledge. Their efforts were successful at last.

HENNEPIN ISLAND BELOW THE TUNNEL.

Here is given a glimpse of Hennepin Island, below the tunnel, with the quaint cable attachment for a small grist mill that was located on Main Street.

A GLANCE UP STREAM.

Looking up the stream, from the rear of the Morrison & Prescott mill, the artist caught a glimpse of Barnard Bros.' factory on the right, with busy Main Street in the center of the picture.

THE OLD SAW MILLS.

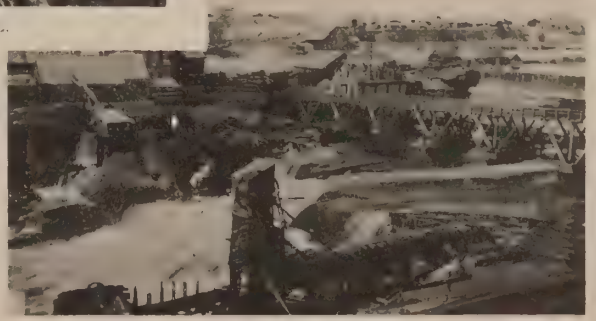
The Winslow House was so prominent that the artist must needs include it in many pictures. This one of the old saw mills, from Hennepin Island, has the old hostelry as a background.

ALONG THE EAST CHANNEL.

EAST SIDE MILLS

BREAK IN THE TUNNEL.

WRECKED MILLS.



HENNEPIN ISLAND BRIDGE.

Some Old Landmarks.

NICOLLET AND WASHINGTON, 1868.

THE Nicollet House was bought by the Gilsons in 1866, and in 1870 they enlarged it. The improvements crowded off from the corner the lumber yard and office of Chapman & Putnam. For many years there were no buildings to obstruct the view of the bridge and Nicollet Island from the windows of the hotel. About 1866, G. F. Warner and others built the block seen in the center of this picture, occupied then and ever since by the First National Bank. Adjoining the bank was H. H. Armstead's shoe store; next was Warner's furniture establishment, and Spalding was moving a stock of musical goods into the last store in the block. In the upper stories, McFarlane, Burd & Co., Butler, Mills & Cragin, and others, had offices.

GETHSEMANE CHURCH.

April 4th, 1856, Gethsemane Church was organized, by Rev. J. S. Chamberlain, of St. Anthony. August 5, 1856, the corner stone of the building was laid, at the corner of Seventh Avenue South and Fifth Street, and December 7th it was finished. Rev. Dr. D. B. Knickerbacker, who had been appointed a missionary in July, 1856, was ordained a priest in Gethsemane Church in July, 1857, by Bishop Kemper, and became its rector. In 1884, the old church was abandoned.

FIRST SAW MILLS ON THE WEST SIDE.

The erection of these mills marked the period of the first systematic improvement of the west side water power. They date back to 1857. The building at the left was J. B. Bassett's lumber drying house, located on the wing dam.

THE OLD UNIVERSITY BUILDING.

On the 13th of February, 1851, the Territorial Legislature passed a law establishing the University of Minnesota, to be located at the Falls of St. Anthony. The Board of Regents selected a site near Bay Street (Central Avenue) on Second Street Southeast, and erected a two-story frame building. In November, 1851, a preparatory department was opened. In 1854, the Regents purchased the ground on which the University is now located. September 6th, 1856, work was begun on the south wing of the University building, and it was completed in the winter of 1857. Until 1867 the building was unoccupied on account of financial limitations. The preparatory department was reopened in the stone building October 7, 1867.

STUDENTS DRILLING.

Military instruction was introduced quite early in the history of the University. It was abandoned for a long interval, and was recently resumed.

FIRST SAW MILLS, WEST SIDE.

THE STATE UNIVERSITY.

GETHSEMANE CHURCH.

FIRST NATIONAL BANK CORNER.

STUDENTS DRILLING.

Nicollet Avenue and Vicinity.

CORNER THIRD STREET AND NICOLLET AVENUE, 1870.

MATTISON & ROBINSON'S livery stable occupied the southeast corner of these two thoroughfares in 1870, and the corner of First Avenue South was a favorite place for agricultural implement dealers.

CORNER NICOLLET AVENUE AND SECOND STREET.

The frame building on this spot, known as the Martin Ferrant corner, was one of the landmarks of Bridge Square, dating back to 1865. W. H. Jacoby, J. M. Shaw, Thomas Lowry, and Dr. H. H. Kimball had offices in the upper story.

SECOND STREET, FROM NICOLLET AVENUE, 1867.

A camera thrust out of the rear window of the Ferrant Block, in 1867, caught this view, looking toward the Milwaukee Railroad shops. One side of the nearest building, displays the name of Miss Emily Melville, who was the star of McFarland's Theatrical company, which opened Pence's Opera House in 1867.

PENCE OPERA HOUSE.

This place of amusement, which still stands on the corner of Second Street and Hennepin Avenue, was built by J. W. Pence, in 1866. It was at first known as Pence Music Hall. It was for many years a favorite place of amusement with society people and citizens generally. Latterly it has had a checkered career, and been overshadowed by more pretentious playhouses.

A GLIMPSE AT THE FALLS.

This view of St. Anthony Falls is interesting because, at this point on the platform at the west side lumber mills, visitors generally got their first glimpse of the Falls, after the apron dam had been put in.

SECOND STREET SOUTH.

THE APRON AT THE FALLS.

CORNER THIRD AND NICOLLET.

LOWER NICOLLET AVENUE.

The Rapids of St. Anthony, 1868.

A BETTER conception of the grandeur and power of the Falls of St. Anthony can, perhaps, be derived from this scene than from any other in the collection. The wing dams were in, but aside from the huge masses of limestone that offered resistance to the current, there was nothing to interfere with the on-rushing of the mighty cataract. Portions of Nicollet, Hennepin, and Spirit Islands appear on the right. The Suspension Bridge fills part of the center, and the pail factory, saw mills, and cotton mill fill out the left of the picture.

A View From the University, 1870.

IN 1870 the river was not obstructed by any bridge from the University to the Suspension Bridge. The remnants of piers in the river, in the foreground of this view, were part of the bridge built across the river in 1857, which went down stream in 1859. The "Bohemian" flats were occupied by only one or two squatters. The whole scene was suggestive of romance and quietude. Under the bank, at the right, is a steamboat warehouse, which John G. Lennon built in 1850, and at which steamers unloaded their freight. In the distance the city is visible, with Spirit Island and the mills in the foreground.

Bird's-Eye View of Minneapolis, 1874.

UNTIL quite recently the high ground, just north of the junction of Hennepin and Lyndale Avenues, was the observatory of Minneapolis, whither visitors were taken to see a panoramic picture of the city. It was, indeed, a fine view which was to be had from that commanding height. Here is pictured the scene which greeted the eye of the observer who stood there in 1874. All the district, from Sixteenth Avenue South to Sixth Avenue North, and a portion of the east side, are visible.

The most prominent object in the foreground is "Johnson's Lake," afterward Central Park Lake. H. T. Welles' residence is conspicuous because of its close proximity. In the distance the churches are noteworthy objects. Away down on the right is seen Trinity Norwegian Lutheran Church. Next in order is Gethsemane Church, with its small spire. The walls of the Church of the Redeemer, at that time *minus* a spire, can be seen. The peculiar steeple of Plymouth Church was about completed. The First Avenue front of Centenary Church is shown. St. Mark's Episcopal Church is nearly as prominent. The First Baptist spire is discernible, and that of the Church of the Immaculate Conception stands out against the sky on the extreme left. Other prominent objects are: Johnson's residence by the lake-side, the Court House, the Milwaukee elevator, the Washington School, the Winslow House, the Nicollet House, the Academy of Music, and J. Dean & Co.'s mill smoke-stack. The unoccupied territory, between "Lowry's Hill" and Twelfth Street, was one of the most beautiful and picturesque sections of the city.

The Steamer "Minneapolis."

ONE eventful day, in the summer of 1870, the whistle of the steamer *Minneapolis* was heard down the river, and, inasmuch as it was the first sound of that kind which had been heard from that direction for several years, it aroused great enthusiasm. The progress of the steamer had been duly telegraphed from La Crosse, and other down-river points, and when the gang plank was thrown out at the lower levee, near Krauzlein & Mueller's brewery, a large company of citizens and a brass band welcomed the boat. The ladies of the city presented a fine stand of colors to the officers of the steamer, and music, dancing, feasting, and speeches were indulged in. The old settlers were reminded of the time, 1857–'8–'9, when steamers came and went from down the river regularly, with loads of passengers and freight. The *Minneapolis* took a large number of pleasure-seekers when she pulled away from her dock on the St. Louis trip.

MINNEAPOLIS

The West Side "Platform," 1870.

THE immense power concentrated in the Mississippi River at the Falls was not all utilized in turning mill wheels, even after material improvements had been made on both sides of the river. A large volume of water swept over the frail apron dam, and expended its force on the rocks below. There were, however, enough evidences of activity in the scene here depicted to please the practical millers and lumbermen of the early days. The saw mills, the pail factory, the cotton, woolen, and flour mills, were running at their full capacity.

Building the Tenth Avenue Bridge.

IN 1874, the King Bridge Company, of Topeka, Kansas, completed the Tenth Avenue Bridge, connecting at that time the flour milling district of the west side with the extensive lumber yards of the east division. The facilities afforded by the Milwaukee Railroad, which was the only Eastern line having a terminus in Minneapolis at that time for shipping lumber, was one of the causes which led to the building of the bridge. Until it was built teams and foot passengers were obliged to cross the Suspension Bridge in order to get into lower town on either side of the river, and hence, the completion of the bridge was regarded as an important event in the annals of Minneapolis.

Lumber Chutes at the Falls.

THE boys of Minneapolis, during the period from 1863 to 1869, apparently thought that the lumber chutes at the Falls were built expressly for their benefit. The youngsters used to undress at the mills, get into the chute, and go with the strong current, feet foremost, away down the decline and drop out at the lower end. The operation was usually attended by the loss of some cuticle and the accumulation in various parts of their anatomy of white pine splinters.

The lumbermen, however, built the chutes to facilitate the handling of lumber, and were accustomed to send planks and timbers by way of these chutes, as they came from the saws, to the raftsmen, who were stationed below the Falls. There the lumber was built into rafts, to be transported to markets further down the Mississippi River. The picture shows the west side Minneapolis Mill Company's mills, the pail factory and cotton mill.

Minneapolis Hook and Ladder Company, No. 1.

THIS company came into existence on the evening of January 25, 1868, when the following officers were elected: S. P. Snyder, foreman; A. B. Brackett, first assistant; C. Fredericks, second assistant; C. P. Reigel, third assistant; C. A. Fuller, secretary; C. Miller, treasurer. The same date marked the birth of the other volunteer fire companies on the west side of the river. Several companies were organized in St. Anthony in 1858, all of which cheerfully responded to alarms from Minneapolis, even after the organization of the west side force. The introduction of the waterworks in Minneapolis was coincident with the organization of the fire department, and hence, hand engines were considered unnecessary on that side of the river.

The picture was taken a year after the organization of the company. The scene represents the apparatus and men on Second Street, between First Avenue South and Nicollet Avenue, standing in front of the building occupied as a truck house by the company. This was located alongside "police alley," on the site of the modern Municipal Court building. Among the members of the company in the group, at the right of the picture, are: W. S. Eberman, Lambert Hayes, George Hedderly, J. T. Lucas, and Cal Reigel. On the left are: A. B. Bracket, Fred D. Brown, Horace M. Martin, Neill Fredericks, and John Weinard. On the apparatus are: Jesse G. Jones, E. D. Kirst, A. Dale, C. C. Hashow, and several others.

G.T.VAIL.UNDERTAKER
COFFIN WARE ROOMS.

Primitive and Picturesque.

A PIONEER LOG HOUSE.

THIS primitive dwelling, located in south St. Anthony, was vacated upon the occasion of the artist's visit. The family moved out of doors so that he could photograph them with the house. It is safe to conclude from the appearance of the crowd that the view was made on a holiday, inasmuch as the worthy and industrious pioneers were not in the habit of wearing their "store clothes" on any other occasions, except on Sundays.

THE ICY FALLS.

Although the waters of the Mississippi were still flowing as rapidly as ever, when this picture was made, they were almost hidden by the crystal canopy that stretched across the Falls. When the ice was released by the warm spring rains, it generally created havoc among the dams and aprons that had been put up the previous year.

A GLIMPSE AT THE OLD BRIDGE.

Standing on Nicollet Island near the St. Paul & Pacific Railroad bridge, one caught a glimpse of the west anchorage of the old Suspension Bridge, of Bridge Square before the advent of the City Hall, and the buildings clustered near the river.

BREEZY POINT, LAKE MINNETONKA.

This picturesque promontory almost separates the lower part of Lake Minnetonka, on which Wayzata is situated, from the larger section, which is known as Big Lake. Recently the knoll at the end of the point has been removed.

BUFFALO HUNTERS.

Where the buffalo roamed, there were the Sioux Indians, in the good old days when buffalo tongue and buffalo hump constituted the larger part of the regular diet of the Indians. At a later period, when any part of a buffalo that was edible was considered a delicacy, the aborigines used to cut the meat into strips and dry it in the sun, upon poles before their tepees. This formed the basis of their favorite dish, pemmican.

THE OLD BRIDGE.

BREEZY POINT.

A PIONEER HOME.

THE FALLS IN WINTER.

SIOUX IN CAMP.

Minneapolis in 1870—1.

THE size and extent of Minneapolis in 1870 are comprehensively set forth in three bird's-eye views of the city, taken at that time. They offer a wide contrast to those taken from the same place (the roof of the Winslow House) in 1857.

The churches at the right in this, the first of the three, are the Plymouth Congregational, where the Nicollet National Bank now stands, and the Free Will Baptist on Seventh Street and Nicollet. The Washington School is a prominent object on the left center, and the Universalist Church shows distinctly at the corner of Fourth Avenue South and Fifth Street. In the foreground at the right is a part of the business district on First Avenue South and Nicollet. Down at the left are the Milwaukee Railroad yards and buildings. Nicollet Island comes into the foreground on the right, and a section of the east side saw mills on the left.

Minneapolis in 1870—2.

THE St. Anthony saw mills are prominent in this picture. They were burned in 1873, and when rebuilt were placed at the lower instead of the upper end of Hennepin Island. The Island Paper Mill, which appears on Hennepin Island below the mills, was built in 1859 by Jonathan Chase and C. C. Secombe. Subsequently it passed into the hands of Cutter, Secombe & Co., and later the firm became Averill, Russell & Carpenter. In 1866 the location of the factory was changed to what is now the pumping station on the lower part of the Island. Over in Minneapolis the city water works show four stories just above the saw mills. Over this can be seen the iron works of Lee & Hardenbergh. Below these, are several of the flour mills, the North Star Woolen Mill, and the Washburn B Mill, at the southern boundary of the mill district. The Cataract House, corner of Sixth Avenue South and Washington Avenue, almost hides Gethsemane Episcopal Church. Over the mill district is seen Dr. A. E. Ames' house, and the Court House appears in the next block. The Milwaukee elevator at Tenth Avenue South and Third Street pierces the horizon on the left.

Minneapolis in 1870—3.

THE small, white house at the extreme right, near the pier of the Suspension Bridge, is Col. J. H. Stevens', in its original position. Bridge Square shows a goodly number of brick and stone business blocks. The old half of the Nicollet House is visible over the Bogardus Block. The front of the Merchants' row, corner Washington and First Avenue South, presents a long, dark line, looking not unlike a bridge. At the left of this are the Deshon and S. C. Gale residences, on the corner of First Avenue South and Third Street.

The population of the city, according to the government census of 1870, was 18,079. The two towns, St. Anthony and Minneapolis, had not yet been united under one government, but they were practically one, and the population figure covers both. Minneapolis was incorporated as a city, by Legislative act, in 1867. During the latter part of that decade, and the first of the next, the feeling between the residents on the two sides of the river was very intense. The growth on the west side had been much the more rapid. The end came in 1872, when it was finally agreed to unite. It was not till many years later that the old feeling of rivalry died down.

A History of Halls.

THE ACADEMY OF MUSIC.

IN the early '50's, and until 1857, Fletcher's Hall was the only public hall on the west side of the river. In 1857, Woodman's Hall, corner of First Avenue South and Washington Avenue, was built by J. F. Woodman. In 1860, Harrison Hall, corner of Washington and Nicollet avenues, came into being. Bell Brothers (J. E. & D. C.) occupied the lower floor as a general store soon after the block was completed. Gale & Co. are the present occupants. The hall, located in the third story of the building, served the purpose of a public hall until about five years ago. In 1866, J. W. Pence built Pence Opera House, corner of Hennepin Avenue and Second Street. Joseph Hodges, in 1870, erected the Academy of Music, which is here pictured. It stood on the corner of Washington and Hennepin Avenues, and would seat 1,400 people. After the erection of the Grand Opera House, the Academy was changed into an office building.

On Christmas day, 1884, fire swept through the building. It was a very cold day, and the water, which was poured upon and into the burning building, was much of it transformed into ice, giving the ruins a striking and beautiful appearance. The Academy was replaced the year following by the handsome Temple Court, erected by W. W. & E. W. Herrick.

WASHINGTON AVENUE, 1873.

The east side of Washington Avenue, from First Avenue South to Hennepin, appears in this view. James Murison's (afterward Young & Patterson's) drug store was on the corner, now occupied by the Dime Museum. A few doors off was Wesley Neill's grocery; a little further, A. H. Beal's photograph gallery; Plechner Bros.' dry goods store, next; H. F. Lillibridge's cracker factory, once the *Tribune* building, on the alley; Cushman's book store close by, and Harrison's Block on the corner. Then came the First National Bank, and other buildings designated elsewhere.

NICOLLET AVENUE, 1872.

A view of Nicollet Avenue, from Washington toward the Suspension Bridge, is here presented. The Center Block presents a solid front from Washington Avenue to Second Street. On the other side of the street, the space beyond Harrison's corner to Second Street, was filled with a miscellaneous collection of small, wooden buildings. S. Deshon's livery stable, occupied the ground where S. E. Olson's dry goods store was located later.

CITY HALL AND VICINITY, 1872.

That part of Bridge Square, near the City Hall, in the early '70's, was the hay and wood market, the natural result being to make it one of the most untidy spots in the city. A few years later the wood and hay were relegated to First Street.

THE ACADEMY IN RUINS.

ACADEMY OF MUSIC.

HAY MARKET ON BRIDGE SQUARE.

NICOLLET, BELOW WASHINGTON.

WASHINGTON AND FIRST AVENUE SOUTH.

Nicollet Avenue in 1874.

THE encroachment of business blocks upon the fine residence property of Nicollet Avenue had hardly commenced when this view was taken. Washington Avenue was practically the boundary line of trade up Nicollet. Wolverton & Baker, whose sign appears at the left, had, however, located in the block between Washington Avenue and Third Street with their dry goods store. E. W. Eddy had a livery stable where Casey's Block (Goodfellow's) now is. Dr. Hatch had an office on the other side of the alley, nearer Washington. Gillespie made shirts n the next frame row, and Frank Horan's merchant tailoring establishment was close to the corner. Where several trees appear in the front yard, just beyond the alley. R. B. Langdon resided in the early '60's.

DRY GOODS.
WOLVERTON & BAKER

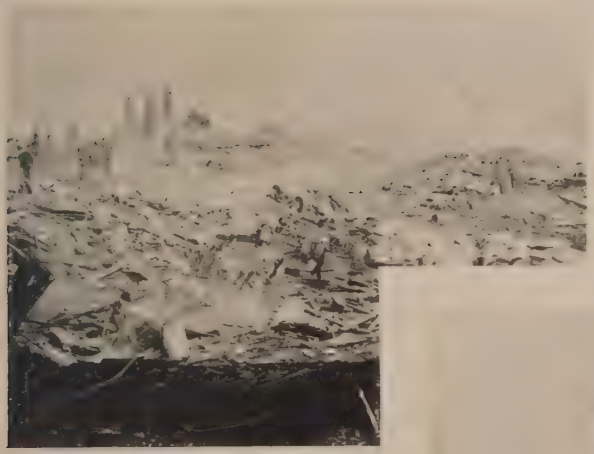
The Great Mill Explosion—I.

ACCIDENTS of minor importance were frequent in the flour mills at the Falls prior to the introduction of improved machinery, but all these combined did not equal the great catastrophe known as the Washburn A Mill explosion, which occurred on the evening of May 2, 1878. At 7 o'clock that evening, soon after the night force had gone on duty, a terrific explosion occurred in the Washburn A Mill, which leveled that massive stone structure with the ground, destroyed six other flour mills, and damaged four more. An elevator, the Milwaukee round-houses, and a lumber yard were also destroyed. Eighteen persons perished: fourteen (all the night force) in the A Mill; one each in the Zenith, Diamond and Humboldt, and one outside the walls of the A Mill. The Washburn A Mill was 138 feet long, 100 feet wide, 7½ stories high, and equipped with forty-one run of stone and the finest modern machinery.

The Great Mill Explosion—2.

THE scene of the disaster was a tangled mass of debris, huge shafts being bent into fantastic shapes, and the masonry so broken up that the boundary lines of the mills were unrecognizable. The presence of a large quantity of flour dust, and the attendant gases all through the structure, were the primary causes of the disaster. In some unexplained manner fire was communicated to these elements, and the explosion followed. When the Washburn A Mill was rebuilt—larger, handsomer, and equipped with rolls instead of buhrs—extra precautions were taken against danger from fire. All the mill owners provided against such a contingency. All the mills destroyed, or injured in the big mill fire, have since been rebuilt, and equipped with appliances far superior to those in use at that time. The Washburn A Mill to-day is twice the size of the old one, and has a capacity of over 3,000 barrels a day.

The picture in the center of the group does not purport to be an instantaneous view of the explosion. As the artist had not been notified in advance so as to be on hand with his camera, he took the liberty of picturing the scene as he thought it ought to have been.



GATHERING BURNED WHEAT.

OLD WASHBURN A MILL.

THE EXPLOSION.

ALONG THE CANAL.

THE MACHINERY.

Nicollet and Fourth, 1875.

WHEN the Warner Block was built, in 1870, at the corner of Nicollet Avenue and Fourth Street, it was thought to be so far away from the center of trade that it would never prove a paying investment. The corner store was offered for about six months at a rental of $300 per year, but remained unoccupied. The other stores, and the second story, became the business place of G. F. Warner, the owner. That portion of the structure, however, which most interested the society people, was the fourth floor. This had been arranged for parties and receptions, and here the "Silver Greys" were accustomed to give parties that brought together the larger portion of the society people.

Adjoining the block stood H. D. Wood's building, occupied by his hardware store. In the rear of the next two lots, L. Paulle was making show cases and Zesbaugh Bros. picture frames at this time. E. W. Herrick carried on an extensive marble monument business adjoining. May's "Palace of Sweets" was next door; Goodwin's shoe store was in the next block, and George W. Hale & Co. occupied the block at the corner of Third Street.

Bridges, Old and New.

ENTRANCE TO THE OLD SUSPENSION BRIDGE.

THE youth of St. Anthony and Minneapolis were constantly devising means to circumvent Capt. John Tapper, the toll-taker on the old Suspension Bridge, but rarely did they succeed in passing through the entrance without depositing their pennies. At night, after the bridge was closed on the Nicollet Island end of the bridge, these attempts were generally made, and hence, unless the captain took a day's vacation, his slumbers were neither profound nor continuous.

BUILDING THE SECOND SUSPENSION BRIDGE.

This network of timbers was the scaffolding, erected in 1876, by the contractors who built the second Suspension Bridge. This view is especially interesting, because it determines exactly the difference in the height above the water of the two bridges. It was necessary to go down hill, as shown on the right of the picture, to get from Nicollet Avenue to the old bridge. The trestle work over this avenue is on a level with the roadway of the second Suspension Bridge.

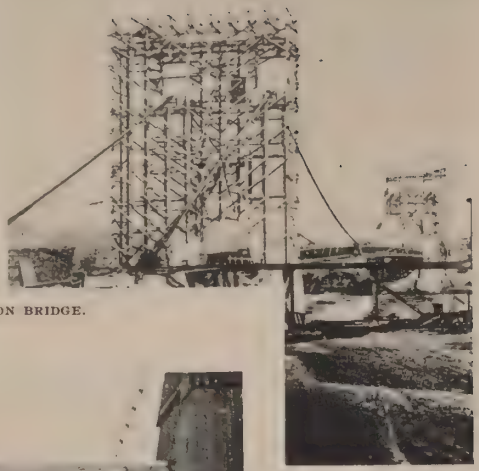
The third picture shows the bridge completed.

BRIDAL VEIL FALLS.

Near the University, on the St. Paul road, a small stream, whose fountain head was about a mile distant, used to dash in feathery beauty over the edge of the limestone ledge at that point and fall into the gorge, about twenty feet below. From thence it meandered to the Mississippi River. Its lace-like appearance, as it shot over the bank, suggested the title of "Bridal Veil Falls." Recently some gentlemen, more practical that poetical, have blasted out the limestone ledge and destroyed the falls.

ON THE DRIVES.

In the spring-time, such scenes as that depicted here were familiar along the Mississippi, and its tributaries. It represents the culmination of a winter's work in the woods, and is often attended with serious hardships and dangerous experiences.



SECOND SUSPENSION BRIDGE.

FIRST SUSPENSION BRIDGE.

ON THE DRIVE.

BRIDAL VEIL FALLS.

The Second Suspension Bridge.

THIS striking specimen of bridge architecture succeeded the old suspension bridge in 1876–'77. The old bridge was unsatisfactory, and was demolished. It was too narrow, and its destruction was continually threatened by the spring freshets. This danger was obviated in the new bridge by making the passage-way fifteen feet higher above the water. This bridge was considered a modern wonder when completed, in 1877. Its towers were eighty feet high; there were 1,421 miles of wire in its cables; the length of the bridge was 630 feet, and it cost $221,024. It was supposed that provision had been made for cross-river travel for years, if not forever; but it was not many years before it became evident that there had been a miscalculation. The new bridge, like the old, was outgrown, and must be removed to make way for a wider and better structure. The eighty-foot wide steel-arch bridge of 1889–'90 is the result.

BOSTON
CLOTHING
STORE

Col. King's Fair.

THE Minnesota Agricultural and Mechanical Association, with William S. King as president, and Charles H. Clarke, secretary, was organized in 1877, and held fairs each year, in Minneapolis, until 1882. The success of the enterprise was largely due to the management of Colonel King, or "Old Thaumaturgis," as he was jocosely called. Never in the history of the city, before or since, have there been so many strangers present in the city at one time to witness such events. The season of 1880 was the crowning period of its existence. The great twenty-mile equestrienne race, between Belle Cook, of California, and Emma Jewett, of Litchfield, was one of the events, while the journalistic balloon voyage furnished a topic of conversation far and wide, for two months previous to the fair. The balloon was announced to make a trip, with fair winds, to Boston or New York. Representatives of several Eastern and Western newspapers were passengers, and on the day appointed the balloon sailed away. Alas, for high hopes fallen low! In a few hours it alighted seven miles from the grounds, in Knapheide's cow pasture, over in Ramsey county, and remained there five days, when the gas escaped and so did the journalists. One of these views shows the entrance to the grounds; two others, the grand stand the day of the equestrian race, and another a part of Agricultural Hall.

FLORAL HALL

ENTRANCE.

"BILL" KING'S BALLOON.

RACE TRACK.

GRAND STAND.

From Third Street to the Lakes.

THE PAVILION AT LAKE CALHOUN.

THE pavilion was erected in 1877, by Col. W. S. King. Soon after it was finished he sold it to L. F. Menage, by whom it was fitted up as a hotel, with W. L. Gregory as manager. In the *ante-bellum* days Mr. Gregory was landlord of the Winslow House. The building was destroyed by fire.

THE MOTOR LINE TO THE LAKES.

The Minneapolis, Lyndale & Lake Calhoun Railroad was built in 1879, from the corner of First Avenue South and Washington Avenue, in Minneapolis, to Lake Calhoun, and was the most potent factor in building up that part of the city which it traversed. Before the close of the year it was extended to Lake Harriet, and later to Lake Minnetonka. After the railroad had been sold by its incorporator and builder, Colonel McCrory, the Minnetonka line was discontinued. The line was afterward absorbed by the street railway company.

THE STEAMER "HATTIE" ON LAKE CALHOUN.

This steamer was built and run on Lake Calhoun in conjunction with the motor line, but was neither a very handsome, swift, or profitable craft. It was finally consigned to the flames by the owners.

OVERLOOKING THE CITY.

While the carpenters were finishing Thomas Lowry's house, the photographer took a view from the hill near by, looking over the city toward the east. Down town appear the spires of the churches on Hennepin, Nicollet, and the other streets, as far south as Fourth Avenue. Johnson's Lake glistens in the foreground.

FROM THIRD STREET UP NICOLLET AVENUE, 1875.

This picture gives an idea of the way Nicollet Avenue looked in 1875. The section from Third Street to Sixth or Seventh Street is shown. On the corner of Third Street at the left was Geo. W. Hale & Co.'s dry goods store; next was Goodwin's, afterward F. L. Greenleaf's boot and shoe store; then came May, the caterer's. Herrick's marble yard was just above this. Paully's show case factory was on the next lot, with Zesbaugh's picture frame factory close by. H. D. Wood's block and his hardware store, and G. F. Warner's block and furniture store filled the space up to Fourth Street.

STEAMER "HATTIE."

H. T. WELLES' RESIDENCE.

THE PAVILION.

CORNER NICOLLET AND THIRD.

THE FIRST "MOTOR."

Learning and Legislation.

WASHINGTON SCHOOL.

AFTER the Union School building burned, in 1865, the scholars were marshaled in Fletcher's Hall. There they continued to attend school until the stone building, here shown, replaced the burned school on the original location. The Washington School occupied a very commanding position, and was pointed to as one of the handsome public buildings of the city. Later it was made the High School. The Washington School corner was selected, in the days of the volunteer fire department, as the location of the city fire alarm bell, and here the big bell swung for many years. Afterward a steam whistle, on the Island Paper Mill, did duty as a fire alarm. The school building was torn down in 1889 to make way for the mammoth Court House and City Hall.

THE HIGH SCHOOL.

The handsome High School building was erected in 1878, at a cost of $86,427. The building occupies a sightly location at the intersection of Fourth Avenue South and Grant and Twelfth Streets. A large wing has since been added.

THE CITY HALL.

The City Hall was built in 1873. For several years prior to that the Council room and city offices were located in the Pence Opera House Block. The Postoffice was located in the City Hall at the same time. Part of the lower floor, and several of the upper stories, were leased to the newspapers of the city, who held possession until the building was remodeled in 1880.

WHERE THE SYNDICATE BLOCK STANDS.

For several years preceding 1879, the block, bounded by Fifth and Sixth Streets, and Nicollet and First Avenues South, was residence property. The half, toward First Avenue South, however, was used as a cow pasture. That season several capitalists organized a stock company, purchased the Nicollet Avenue half of the block, and made preparations for erecting the Syndicate Block and the Grand Opera House. This necessitated the removal of the square frame house, the residence of C. M. Hardenbergh. It was then one of the most substantial in the city.

THE SIDLE RESIDENCE.

The erection of the Syndicate Block stimulated the building of other business blocks up Nicollet Avenue. The H. G. Sidle residence soon disappeared from the northwest corner of Nicollet Avenue and Fifth Street, and the Sidle Block succeeded it. The Sidle place occupied so prominent a site, was of such an ornate style of architecture, and the grounds were so finely kept, that it always attracted the attention of passers-by.

CITY HALL.

HIGH SCHOOL.

WASHINGTON SCHOOL.

C. M. HARDENBERGH RESIDENCE.

H. G. SIDLE RESIDENCE.

Names of the Avenues.

IN referring to avenues of the city, in order to prevent confusion, the present names have been used. For the benefit of St. Anthony or Minneapolis pioneers who may be residing elsewhere and are not familiar with the modern avenue system, and also as a matter of general interest, a list showing the original and the modern names of the avenues will be valuable. The nomenclature of the streets is the same as in early days.

WEST SIDE OF THE RIVER.

Minnetonka Street,	First Avenue South	Clay Street,	Sixteenth Avenue South
Helen Street,	Second Avenue South	Avon Street,	Seventeenth Avenue South
Oregon Street,	Third Avenue South	Utah Street,	First Avenue North
California Street,	Fourth Avenue South	Kansas Street,	Second Avenue North
Marshall Street,	Fifth Avenue South	Itaska Street,	Third Avenue North
Cataract Street,	Sixth Avenue South	Dakota Street,	Fourth Avenue North
Russell Street,	Seventh Avenue South	Nebraska Street,	Fifth Avenue North
Ames Street,	Eighth Avenue South	Harrison Street,	Sixth Avenue North
Rice Street,	Ninth Avenue South	Lewis Street,	Seventh Avenue North
Smith Street,	Tenth Avenue South	Seward Street,	Eighth Avenue North
Pearl Street,	Eleventh Avenue South	Marcy Street,	Ninth Avenue North
Huey Street,	Twelfth Avenue South	Benton Street,	Tenth Avenue North
Hanson Street,	Thirteenth Avenue South	Fremont Street,	Thirteenth Avenue North
Lake Street,	Fourteenth Avenue South	Clayton Street,	Fourteenth Avenue North
Vine Street,	Fifteenth Avenue South	Bingham Street,	Fifteenth Avenue North

Breckenridge Street, ... Sixteenth Avenue North.

EAST SIDE OF THE RIVER.

Bay Street,	Central Avenue	Elm Street,	Eleventh Avenue Southeast
Mill Street,	First Avenue Southeast	Linden Street,	First Avenne Northeast
Pine Street,	Second Avenue Southeast	Oak Street,	Second Avenue Northeast
Cedar Street,	Third Avenue Southeast	Dakota Street,	Third Avenue Northeast
Spruce Street,	Fourth Avenue Southeast	Todd Street,	Fourth Avenue Northeast
Spring Street,	Fifth Avenue Southeast	Dana Street,	Fifth Avenue Northeast
Maple Street,	Sixth Avenue Southeast	Wood Street,	Sixth Avenue Northeast
Walnut Street,	Seventh Avenue Southeast	Saint Paul Street,	Seventh Avenue Northeast
Aspen Street,	Eighth Avenue Southeast	Saint Anthony Street,	Eighth Avenue Northeast
Birch Street,	Ninth Avenue Southeast	Saint Peters Street,	Ninth Avenue Northeast
Willow Street,	Tenth Avenue Southeast	Saint Martin Street,	Tenth Avenue Northeast

Genevieve Street, ... Eleventh Avenue Northeast.